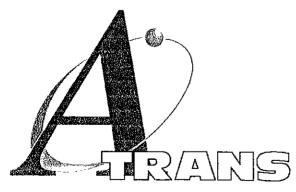
Traverse Mountain Internal Traffic Analysis Traffic Impact Study

Lehi, UT

September 2011



TRANSPORTATION ENGINEERING



LEHI CITY

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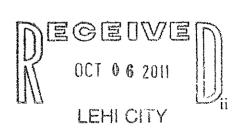


TABLE OF CONTENTS

_		Page
I.	Introduction and Summary	1
	Purpose of Report and Study Objectives	1
	Executive Summary	. 1
	Principal Findings	1
	Conclusions / Recommendations	1
	Assumptions	2
II.	Land Use	6
III.	Existing Traffic Data	7
	A. Intersection Counts	7
	B. Roadway Geometry	7
IV.	Trip Generation	9
	A. Internal Capture Rates	9
V.	Origin/Destination and Trip Distribution	9
VI.	Traffic Analysis	14
	A. Signalized Intersection Analysis	14
	B. Access Analysis	19
	• C. Queue Analysis	19
VII.	Conclusions	22



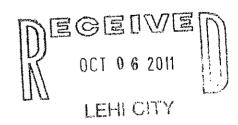
LIST OF TABLES

	Page
Table 1: Planned Land Use	6
Table 2: Origin-Destination Estimates	10
Table 3: Intersection LOS-Delay Relationship	14
Table 4: AM Peak Period	15
Table 5: PM Peak Period	15
Table 6: SAT Peak Period	16
Table 7: Recommended Minimum Spacing Requirements	19
Table 8: Queue Storage Length Requirements	20
Table 9: Roadway Sizing	24



LIST OF FIGURES

	Page
Figure 1: Conceptual Site Plan	4
Figure 2: Road and Intersection Labels	5
Figure 3: Recommended Geometry	. 8
Figure 4: 2030 AM Traffic Volumes	11
Figure 5: 2030 PM Traffic Volumes	12
Figure 6: 2030 SAT Traffic Volumes	13
Figure 7: Projected 2030 AADT	17
Figure 8: Intersection Traffic Control	18



I. Introduction and Summary

Traverse Mountain Traffic Impact Executive Summary - Internal Roadway Sizing 2011 Update

Purpose of Report and Study Objectives

The following is an update to the April 2008 Traverse Mountain Traffic Study. This traffic study is to analyze the internal roadway system only and to determine the size of internal roadways and intersections to achieve a Level of Service (LOS) C or better throughout Traverse Mountain. The main changes to the previous study are the location and density of residential and commercial land use. Infrastructure assumptions assume no northern I-15 interchange will be built and therefore, there will be no other connection to Digital Drive will occur. This is primarily because in the April 2008 report, it was identified that a northern connection would be needed if more than 1,600 units were developed in Sage and Fox Canyon. This revised land use plan has reduced the overall Traverse Mountain units by 27% and less than 1,500 units are planned in Central and Western Canyons. Therefore, additional connections are not needed.

Executive Summary

Site Location and Study Area

Traverse Mountain is located north of SR 92 from I-15 to Micron, a distance of almost 1.5 miles of frontage. The area is developing as a Master Planned Community that will include residential, commercial and office space. Traverse Mountain is located on more than 2,770 acres.

Development Description

Traverse Mountain was originally planned as a 7,982 residential unit community, that number has been reduced to 5,812 units, 1,200 of which already exist with 700 more platted. At build-out, 2,313 units are planned as single family homes and 3,499 are multi-family/condo/town homes. The commercial includes the Lifestyle and Neighborhood Commercial Centers. This includes up to 2.7 million square feet of which 175,000 sf is already in place via Cabelas. Approximately 1,000,000 sf of office space is also planned. The commercial and office are planned along the SR 92 corridor between SR 92 and Traverse Boulevard, which parallels SR 92, approximately 1,200 feet to the north.

Principal Findings

Based on the projected traffic volumes and recommended geometry, all internal intersections are projected to operate at a LOS C or better. The roadway sections require the following lanes to provide sufficient capacity for a LOS C on the roadway segments.

Conclusions / Recommendations

Based on the analysis, the following recommendations should be taken into consideration as the site is developed.

- The internal roads must conform to Lehi City standards and revert to AASHTO and MUTCD where Lehi design standards are not specified.
- Accesses located within 350 feet of the signalized intersections should be limited to right-in / right-out operations.
- For residential locations, a minimum of two accesses should be provided for each pod greater than 50 units. If any reconfiguration occurs that places more than 300 single family homes of 600.

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townhouse units in a pod, then a third local access is prudent.

- Internal roads are sized for the development as a whole with roads and intersections operating at a LOS C or better.
- Many internal intersections will require future traffic signals as warranted. It is estimated that up to 5 intersections in the residential development will require traffic signals. In addition, mid-block signal will likely be necessary for ingress and egress to the commercial and office developments from the connector roads between SR 92 and Traverse Mountain Blvd, similar to the Cabelas Blvd. signal on Triumph. Depending on where the density is assigned, dual northbound and westbound left turn lanes maybe necessary at the mid-block intersections on Triumph (at Cabelas Blvd) and Morning Glory. This will need to be considered once the commercial to the east develops near full build and Triumph / Cabelas become a four way intersection. ROW preservation for this expansion should occur on the east side of the intersection.
- All internal intersection in the residential zones could provide a similar LOS C or better rating by
 providing roundabouts instead of traffic signals or stop signs. This is only true for the residential
 areas. All Commercial intersection will need traffic signals as roundabouts are insufficient. The
 only exception is

Assumptions

- 1. SR 92 is being constructed with Quick Lanes to allow the Traverse Mountain Connections to operate at acceptable Levels of Service. The Quick Lanes will provide additional capacity on SR 92 at the Traverse Mountain signalized Intersections.
- 2. Because Central and West Canyons have less than 1,500 units, no secondary connection to Digital Drive is necessary. If a northern I-15 interchange were constructed, then consideration for a continuation of Traverse Mountain Blvd, could be considered as a convenience.
- 3. The connection between Chapel Ridge road and Fox Canyon Road, northeast of Traverse Mountain Elementary School, has been eliminated. This redirects the Central Canyon traffic to Fox Canyon Road via Traverse Mountain Blvd.
- 4. It must be noted that this analysis and subsequent recommendations are based on projected traffic demand as of the August 2011 land use plan which reduces residential development by 27% over past land use plans. As the development occurs, the traffic recommendations should be reevaluated based on the actual traffic demand experienced on the roadways.
- 5. It should be noted that the current Traverse Mountain residential traffic is actually generating the ITE Trip Generation Manual Handbook rate in the AM peak for the existing 1,200 units but is only generating 74% of the PM peak rate. Throughout the analysis, the ITE rate is applied to the future residential development but the impact are likely to be less as there are likely much more trip chaining occurring at this time. This may change as services become available closer and therefore the ITE rates are applied throughout the analysis.

Road Designation Changes

Another change from the April 2008 study is that many of the roadway names have changed.

- Frontage Road → Digital Drive
- Cabelas → Adobe Way
- Grand Terrance → Cabelas Blvd

Figure 1 shows the conceptual site plan of the development. Figure 2 shows the intersection and readwards and the conceptual site plan of the development.

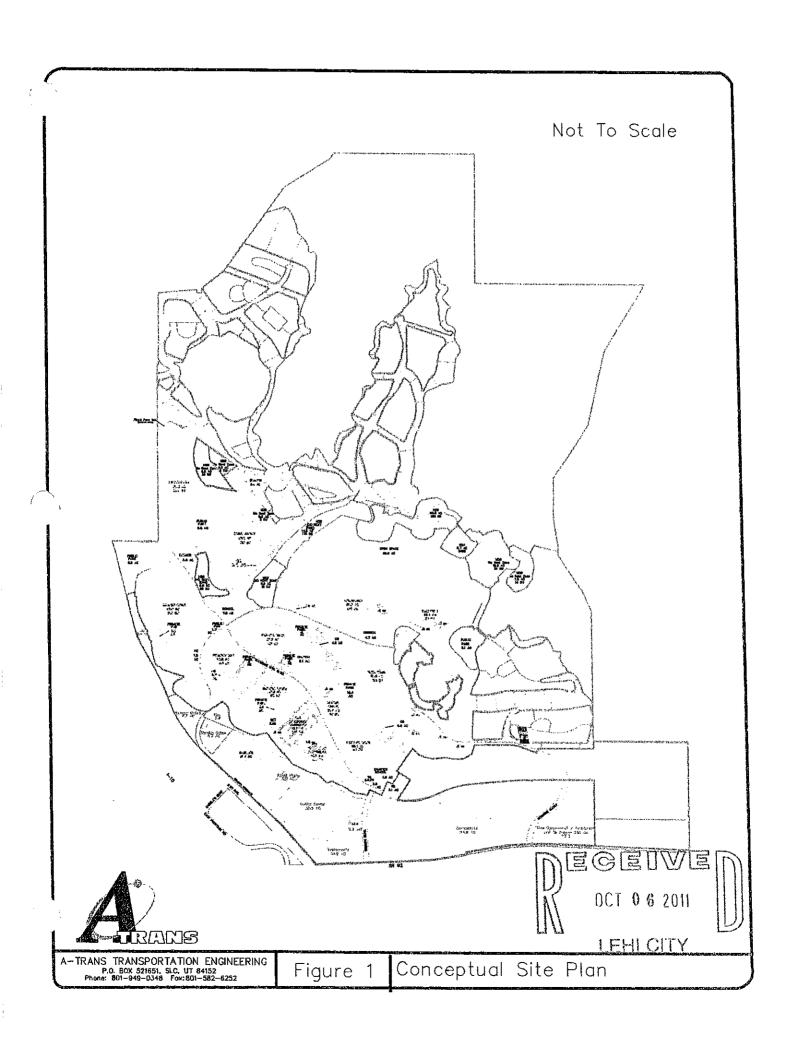
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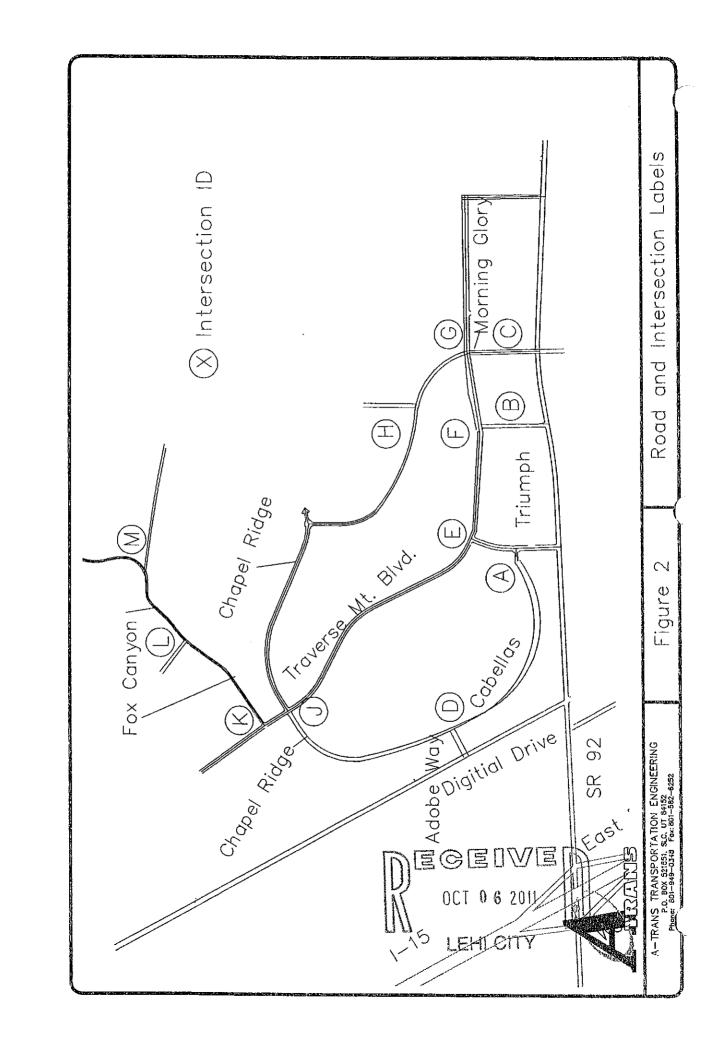
names and labels used throughout the analysis.

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II. Land Use

The trip generation for these land use densities is projected to be 4,286 peak PM trips for the residential developments and 4,254 peak PM trips for the commercial development. The site is projected to generate 96,000 trips a day with a projected 48,000 exiting onto the surrounding roadways at build-out. The land use planned for Traverse Mountain development is shown in Table 1. The residential will develop slower than the Commercial and Office Space which will grow as the economy allows. Therefore, the roadway plans should develop as the areas develop internally but the Main Entrances from SR 92 and the Frontage Road are being reconstructed now with the installation of the SR 92 Quick Lanes and widening project.

Table 1: Planned Land Use

Residential Units Total	1,200	3,506	5,812
Year	2011	2020	2030
Single Family	1,200	1,757	2,313
Multi-Family	0	1,750	3,499
Commercial	200,000	1,350,000	2,700,000
Office	0	500,000	1,000,000

Multi-Family/ town homes/ condos (Units)*	Single family (Units)*	Commercial (SF)	Office (SF)
3,499	2,313	2.7 Million	1 Million

^{*} Includes 5,812 Total Units



III. Existing Traffic Data

Traffic counts were collected at intersections A (Cabelas and Triumph) and D (Cabelas and Adobe) for the AM and PM peak periods. This allowed a trip generation rate for the site to be determined for the 1,200 units currently built.

A. Intersection Counts

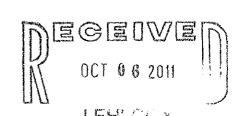
Intersection counts were done August 30, 2011 Counts were made from 7 AM to 9 AM and 4 PM to 6 PM for the weekday peak.

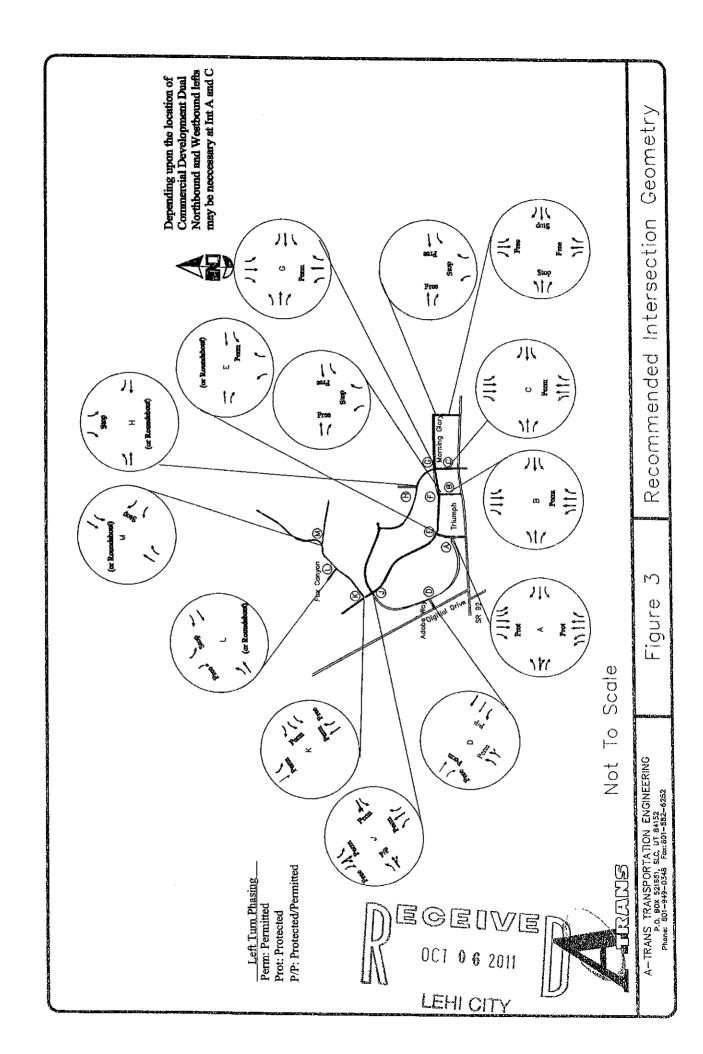
B. Roadway Geometry

The developer has requested that the roadways be minimized in order to provide a more residential appealing and pedestrian friendly environment. Therefore, while the site generates 96,000 trips a day with a projected 48,000 exiting onto the surrounding roadways, by providing multiple access points, the traffic flows at any particular point can be accommodated and allow the majority of locations in Traverse Mountain Development in the residential areas to utilize 3-lane roadway facilities as requested. Based on the projected traffic, 3-lane major collectors provide sufficient capacity for the majority of the proposed land uses internal to the site. Through the commercial areas, five-lane roadways are recommended and multiple turn lanes are recommended at key intersections.

The Fox Canyon Road will be a 5-lane cross-section from Traverse Mountain Blvd to the central/West Canyon turn-off where the roadway can be reduced to a 3-lane cross section northeast of that location.

The entrance roadways at all SR 92 intersections should be 5 lanes (2 in each direction and a center median) due to the high traffic volumes between SR 92 and these land uses and also to accommodate multiple left turn ingress and egress lanes. Recommended road geometry is shown in Figure 3.





IV. Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation (8th Edition) handbook was used to estimate trips for the land uses throughout the Traverse Mountain Development. In addition, to the trip generation, factors such as internal trips are considered. Because this is such a large development, once developed sufficiently, a portion of the traffic generated by the development never exits the site onto SR 92. Internal schools, churches, parks, retail, commercial and even inter-residential trips are estimated to occur within the development. This must be considered if accurate estimates are made about projected traffic demand.

A. Internal Capture Rates

There are two forms of internal capture estimated for the site. Within the residential areas are trip for internal schools, churches, parks, retail, and inter-residential trips which are never projected to access any of the main roads in the development. This would also include walking trips between residences, commercial and office. The other are commercial and office trips which stay within the commercial zones and travel to multiple locations within the commercial area. There are two key assumptions in the trip generation analysis;

- 1. 20% of the residential traffic never leaves the Traverse Mountain residential area. That is for local neighborhood trips.
- 2. The commercial area is so large that there is an inherent internal capture rate of traffic traveling from one commercial to another in trip chaining activities. The ITE recommends an internal rate of between 15% and 45% for this level of commercial and office development. A-Trans Engineering has conservatively estimated 20% internal trip capture for the commercial areas.

Trip generation estimates for the AM, PM, and SAT peak hours are comprised of trip generation rates, parcel size, and internal capture. The existing and future location of the development dictates where traffic will travel to access SR 92.

V. Origin/Destination and Trip Distribution

The trip origin/destination (O-D) for the site was estimated from evaluating the existing traffic along SR 92. The assignment of traffic by direction is based on the information provided by the traffic counts and access from the development leading to the following O-D assumptions in Table 2.

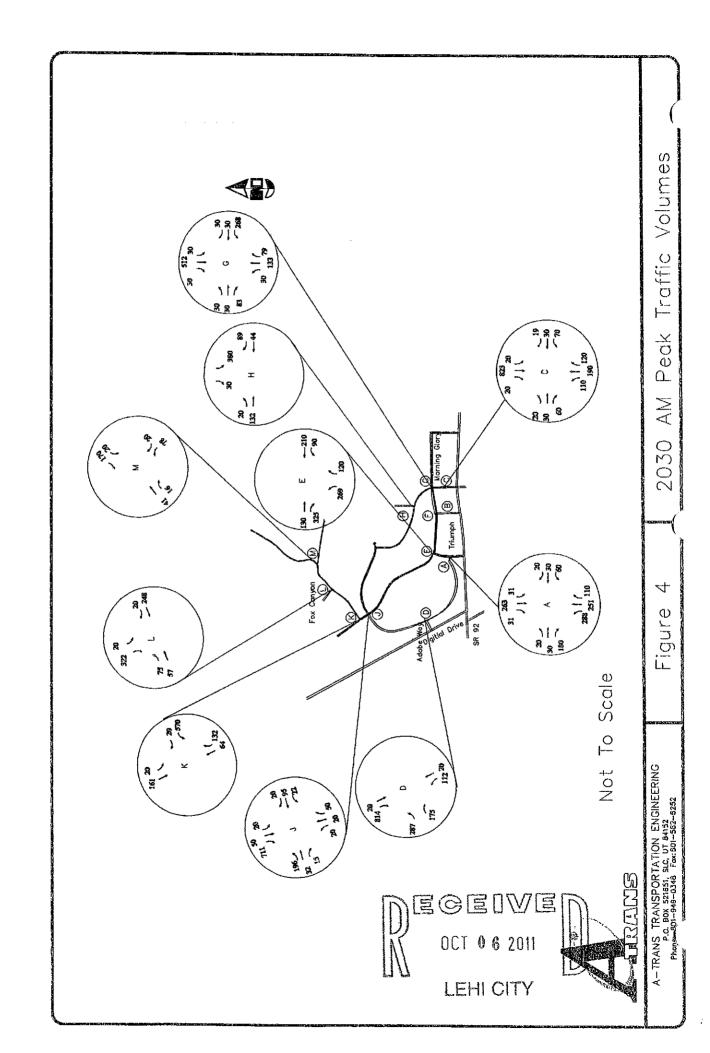


Table 2: Origin-Destination Estimates

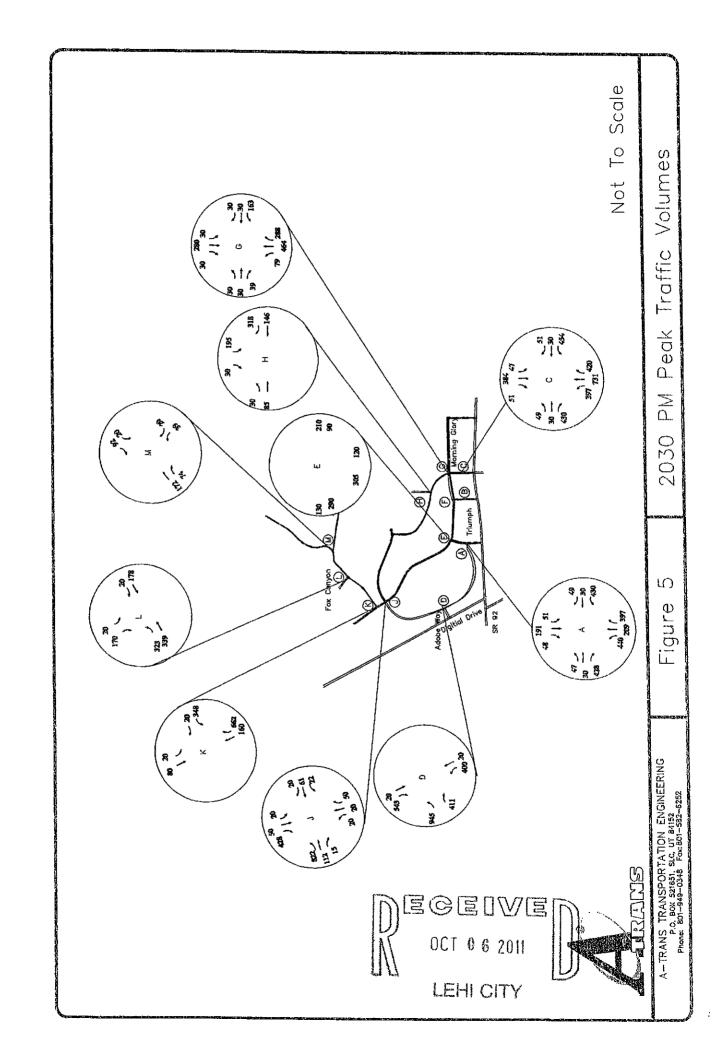
Location	From/To West (SR 92)	From/To East (SR 92)	From/To South (Morning Glory Rd)
SR 92	70%	10%	20%

Assignment of the traffic to intersections is based on the likely exit point to the development for external traffic and likely internal paths within the development for the internal traffic. Combining the trip generation, origin-destination and assignment (both internal and external) provides traffic estimates throughout the development along roadways and at intersections. Figures 4 through 6 show the 2030 total traffic projections for the AM, PM, and SAT peak periods, respectively. These figures identify the projected traffic with the proposed infrastructure.





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VI. Traffic Analysis

The traffic analysis is based on the traffic projections shown in Figures 4 through 6. The analysis of each intersection is based on the Highway Capacity Manual methodology. Geometry shown in Figure 3 is assumed.

A. Signalized Intersection Analysis

The 2000 Highway Capacity Manual (HCM) defines the Level of Service (LOS) for signalized intersections as a range of average experienced stopped delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 3 shows the LOS range by delay for signalized and unsignalized intersections.

Table 3: Intersection LOS-Delay Relationship

	Unsignalized	Signalized
Level of Service	Total Delay per Vehicle (sec)	Total Delay per Vehicle (sec)
Α	≤ 10.0	≤ 10.0
В	$> 10.0 \text{ and} \le 15.0$	> 10.0 and ≤ 20.0
С	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	$> 35.0 \text{ and} \le 55.0$
Ē	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	> 50.0	> 80.0

As defined in the HCM 2000

Table 4 shows the analysis results by approach for the AM peak period. The analysis indicates all of the intersections operate at a LOS C or better. Table 5 shows the analysis results by approach for the PM peak period. The analysis indicates all of the intersections operate at a LOS C or better. Table 6 shows the analysis results by approach for the SAT peak period. The analysis again indicates all of the intersections operate at a LOS C or better. While the AM and PM peak determine the internal residential critical geometry, the Saturday peak period determines the critical geometry for the commercial areas.

Appendix B shows the analysis using Synchro.



Note that the intersection designations have changed from the previous study as intersections were eliminated and therefore the labeling was reconsolidated.

Table 4: AM Peak Period

INTERSECTION (Delay/ LOS)	CONTROL	EB	WB	NB	SB	INT
Α	Signalized	5.4/A	13.9/B	4.6/A	7.6/A	6.3/A
С	Signalized	12.4/B	14.2/B	5.6/A	9.9/A	9.3/A
D	Signalized	6.4/A	-	6.9/A	1.7/A	3.7/A
E	Signalized	6.1/A	12.3/B	5.9/A		7.7/A
G	Signalized	6.4/A	17.8/B	5.3/A	11.6/B	11.5/B
<u>H</u>	Unsignalized	7.6/A	0.1/A	-	16.1/C	9.7/A
<u>J</u>	Signalized	8.0/A	15.8/B	8.3/A	7.2/A	8.4/A
K	Signalized	-	11.7/B	6.8/A	13.1/B	11.0/B
LL	Unignalized	14.3/B	0.0/A	-	10.1/B	7.4/A
M	Unsignalized					Α

All Internal intersections within the residential zone can also be accommodated with roundabouts and maintain a LOS C or better.

Table 5: PM Peak Period

INTERSECTION (Delay/ LOS)	CONTROL	EB	WB	NB	SB	INT
A	Signalized	4.0/A	43.6/D	27.9/C	13.8/B	24.4/C
C	Signalized	17.2/B	35.2/D	16.4/B	26.9/C	21.5/C
D	Signalized	17.0/B	-	43.4/D	1.6/A	18.0/B
E	Signalized	6.2/A	12.4/B	6.3/A	-	7.9/A
G	Signalized	6.3/A	10.6/B	5.0/A	7.0/A	6.4/A
<u> </u>	Unsignalized	8.5/A	0.0/A	-	12.6/B	3.8/A
J	Signalized	18.4/B	24.4/C	15.2/B	13.8/B	17.2/B
K_	Signalized		11.9/B	5.7/A	7.7/A	7.6/A
L	Unignalized	8.6/A	0.0/A	-	12.9/B	5.0/A
<u>M</u>	Unsignalized					Α

All Internal intersections within the residential zone can also be accommodated with roundabouts and maintain a LOS C or better.



Table 6: SAT Peak Period

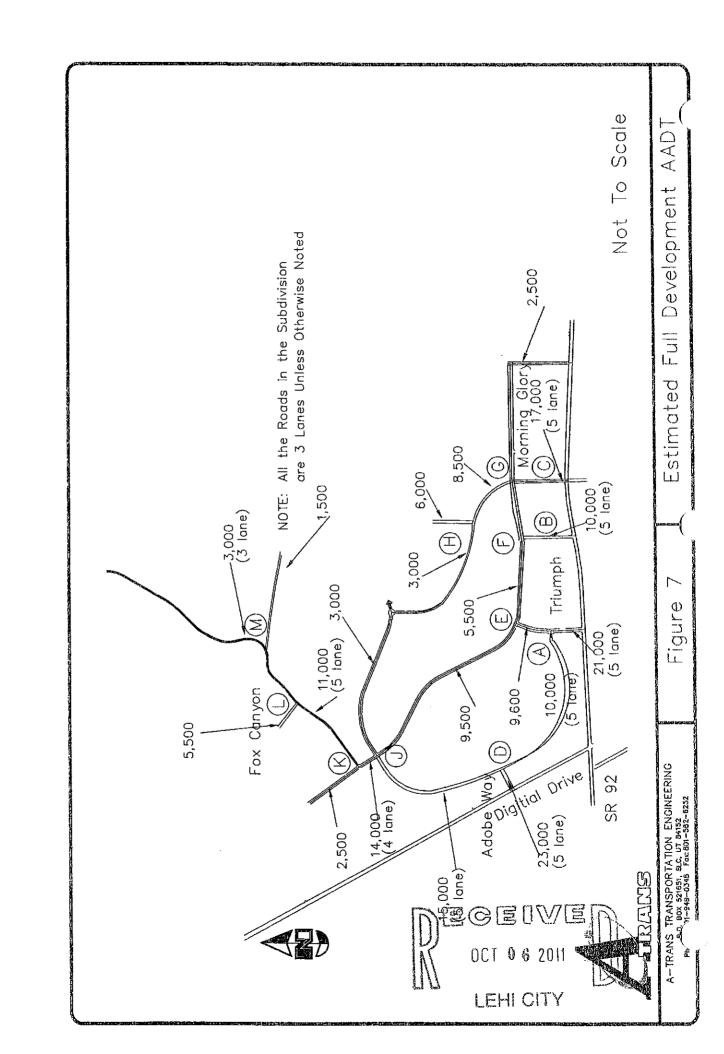
INTERSECTION (Delay/ LOS)	CONTROL	ЕВ	WB	NB	SB	INT
A	Signalized	35.5/D	67.8/E	22.8/C	28.2/C	34.2/C
C	Signalized	24.2/C	53.3/D	25.8/C	41.3/D	33.3/C
D	Signalized	20.8/C		55.9/E	12.7/B	26.9/C
Е	Signalized	5.4/A	10.4/B	9.0/A	-	7.9/A
G	Signalized	5.8/A	11.1/B	5.3/A	8.4/A	7.2/A
H	Unsignalized	8.2/A	0.0/A	_	18.0/C	6.7/A
J	Signalized	8.8/A	8.5/A	18.3/B	14.7/B	13.7/B
K	Signalized	_	12.0/B	5.4/A	8.7/A	8.3/A
L	Unignalized	8.2/A	0.0/A	_	11.7/B	5.6/A
M	Unsignalized					A

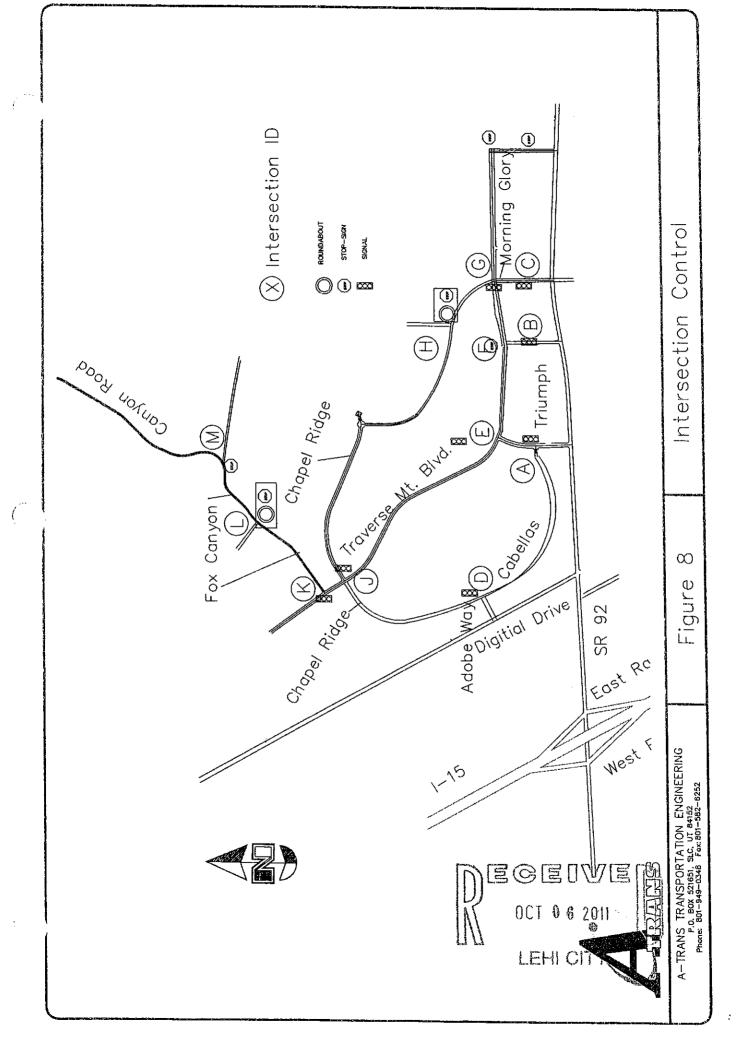
All Internal intersections within the residential zone can also be accommodated with roundabouts and maintain a LOS C or better.

Figure 7 identifies the projected Average Annual Daily Traffic (AADT) by road segment at full build-out. Note that the estimated daily ADT was estimated by using the rates provided by the trip generation handbook.

Figure 8 shows the recommended intersection control for the principal connections throughout Traverse Mountain.







B. Access Analysis

Several accesses and local roads will be located throughout the development along the main roads. These will operate at two-way stop controlled intersections to provide access to the individual residential pods. The spacing recommendations are based on road type. Table 7 shows the recommended minimum spacing between private accesses and public roads based on typical access management guidelines. While these should be used as general guidelines, the mountainous conditions of the Traverse Mountain Development may require exceptions. A minimum 350 feet should be maintained from signalized intersections.

Table 7: Recommended Minimum Spacing Requirements

Road Type	Minor Access	Major Public Road
Arterial	250'	1,320'
Major Collector	150'	1,320'
Minor Collector	150'	660'

C. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. The analysis is for the signalized intersections to determine the necessary storage space to accommodate the projected demand. The queue lengths are provided by the Synchro analysis. Once the storage length is determined, this can typically be compared to the available storage length within the provided turn pockets or between intersections. A minimum 50-foot storage at unsignalized intersections and 100 feet at signalized intersection is applied. Table 8 shows the minimum recommended queue storage lengths that should be provided based on the calculation and projected traffic demand.



Table 8: Queue Storage Length Requirements

	Left Lane					
Intersection	EBL	WBL	NBL	SBL		
A	100'	500'	*350'	100,		
С	150'	300'	*300'	150'		
D	450'	-	*450'			
E	-	100'	200'	-		
G	100,	200'	200'	100'		
Н	100'		-	200'		
J	500'	100'	150'	100'		
K	100'	-	-	300°		
L L	200'	-	-	100,		
М		100'	100'			

A minimum of 100 feet is required even if volume does not calculate to need that much storage Values represent required length based on projected demand.

At intersection A and C dual north and westbound lefts may be needed. ROW should be preserved but constructing dual turn lanes is not recommended at this time.



^{*} indicates dual left turn lanes of this length

Key Geometric Needs

Based on this latest modeling, the following geometric needs are recommended to accomplish the operational level of service described in the analysis:

- Southbound from the West and Central to Fox Canyon, a free southbound right turn lane is needed with its own acceptance lane. Therefore, Fox Canyon should be a 3-lane facility above (northeast) the West/Central road and a 5-lane facility below (or southwest) of that intersection. The second downhill lane will be the free SE right turn lane from West/Central Canyon.
- While any of the internal residential intersections can be controlled by a roundabout, the most benefit in placing a roundabout instead of a traffic signal are at the following locations.
 - o Morning Glory / East Canyon
 - o Fox Canyon / West Canyon
- At Chapel Ridge/Cabelas and Adobe Way, make the outside SE lane a free right turn onto Adobe Way toward the Digital Drive.
- Saturday traffic determines the necessary geometry for the mid-block Commercial intersections on Triumph and Morning Glory. ROW should be preserved for the possible need for dual northbound left turn lanes at Triumph and Cabelas and at the mid-block commercial intersection on Morning Glory.
- Increase the length of the NBL at Cabelas and Adobe Way. There is a projected 250 feet of queue space needed and only 150 feet is currently available. This will require modifying the landscaped center raised median on Cabelas.
- While the existing geometry for Traverse Mountain Blvd is utilized in the analysis, it is recommended that attempts be made to provide a 4-lane section of Traverse Mountain Blvd from Fox Canyon to Chapel Ridge Road. This would allow dual southwest left turns at Fox Canyon / Traverse Mountain, and a southeast free right turn lane at Chapel Ridge / Traverse Mountain, which will also require an acceptance lane traveling southwest on Chapel Ridge. Chapel Ridge has 44 feet of asphalt and Traverse Mountain Blvd has 48 feet of asphalt so the additional lanes can be created by restriping. Road widening is unnecessary.



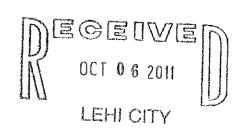
VII. Conclusions

The following summarizes the findings of the traffic analysis for Traverse Mountain in relation to the internal intersections and roadways based on the latest land uses from the August 2011 concept plan. At full development, Traverse Mountain will include 5,812 dwelling units and 3.7 million square feet of commercial/office space. There is an estimated 1,200 units currently occupied/under construction. The commercial and office are planned along the SR 92 corridor between SR 92 and Traverse Boulevard, which parallels SR 92, approximately 1,200 feet to the north. The purpose of the study was to size the internal roadways and intersections based on this latest land use layout.

In the initial development of Traverse Mountain, both the City and developer have requested that the roadways be minimized in order to provide a more residential appealing and pedestrian friendly environment. Therefore, while the site generates 96,000 trips a day with a projected 48,000 exiting onto the surrounding roadways, by providing multiple access points, the traffic flows at any particular point can be accommodated and allow most of the Traverse Mountain Development in the residential areas to primarily utilize 3-lane roadway facilities as requested. Recommended geometry is shown in the study and while the road width should be constructed for the ultimate need, the traffic control will be phased in as signalized intersections are warranted. However, it is prudent to put the underground facilities in when the road is constructed. The projected AADT and road size for each segment throughout the development are also shown in the study. Based on the analysis, the following recommendations should be taken into consideration as the site is developed.

Internal Intersections

- Internal roads are sized for the development as a whole with roads and intersections operating at a LOS C or better.
- The internal roads must conform to Lehi City standards and revert to AASHTO and MUTCD where Lehi design standards are not specified.
- Accesses located within 350 feet of the signalized intersections should be limited to rightin / right-out operations.
- For residential locations, a minimum of two accesses should be provided for each pod greater than 50 units. If any reconfiguration occurs that places more than 300 single family homes or 600 townhouse units in a pod, then a third local access is prudent.
- Many internal intersections will require future traffic signals as warranted. It is estimated that up to 5 intersections in the residential development will require traffic signals. These locations can utilize roundabouts in lieu of the traffic signals. The intersections where roundabouts could be used include:
 - Morning Glory / East Canyon
 - Fox Canyon / West Canyon



In addition, mid-block signal will likely be necessary for ingress and egress to the
commercial and office developments from the connector roads between SR 92 and
Traverse Mountain Blvd, similar to the Cabelas Blvd signal on Triumph. Depending on
where the density is assigned, dual northbound and westbound left turn lanes may become
necessary.

Assumptions of the following are considered in this analysis:

- 1. No connection of Flight Park Road
- 2. No extension of the Traverse Mountain Blvd to Digital Drive
- 3. No new Northern interchange on I-15

The reduction of 27% of the residential units has reduced the demand within the internal roadways of Traverse Mountain. While this has resulted in relieving the internal infrastructure, the construction of the Quick Lanes on SR 92 will reduce the demand and congestions issues associated with the SR 92 intersections. Therefore, the traffic situation is a much different situation from the last 2008 analysis.



Table 9: Roadway Sizing

				Projected	ADT for		Projected
Roadway	Roadway Section			AADT	LOS C	LOS C	LOS
	· · · · · · · · · · · · · · · · · · ·				Сар	v/c	
Arterial	Triumph	SR 92 to Traverse	5	21,000	26500	79%	С
Arterial	Road B	SR 92 to Traverse	5	10,000	26500	38%	В
Arterial	Morning Glory	SR 92 to Traverse	5	17,000	26500	64%	В
Collector	Road D	SR 92 to Traverse	3	2,500	10000	25%	A
Collector	Traverse	Road D to Triumph	3	5,500	10000	55%	В
Arterial	Traverse	Triumph to Chapel	3	9,500	10000	95%	С
Collector	Fox Canyon	Above West/Central Canyon Road	3	5,000	10000	50%	В
Collector	Fox Canyon	Below West/Central Canyon Road	5	11,000	19000	58%	В
Collector	Homestead/ Greyhawk	Above Traverse Mountain	2	2,500	9000	27%	A
Collector	Chapel Ridge	East of Traverse Mountain	3	3,000	10000	30%	В
		Between Triumph and					
Arterial	Cabelas	Adobe	5	10,000	26500	38%	В
Arterial	Adobe	Southwest of Cabelas	• 5	23,000	26500	87%	С

The future residential traffic is likely to use Adobe and Morning Glory based on the proposed layout infrastructure layout. The commercial traffic will be distributed between the 4 entrances of Adobe, Triumph, Morning Glory and Road B (a SR 92 intersection located between Triumph and Morning Glory). All intersections and roadways are projected to operate at a LOS C or better at full-build conditions.

As modeled in this traffic study, all intersections and roadways within the Traverse Mountain at buildout operate at a LOS C or better and therefore the extension of Traverse Mountain Boulevard to Digital Drive as well as the construction of Flight Park Road is not required.



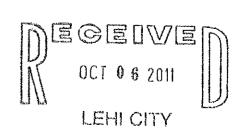
APPENDICES

Appendix A Traffic Counts and Projections Intersection Analyzes

Appendix B



Appendix A Traffic Counts and Projections



Appendix B Inte

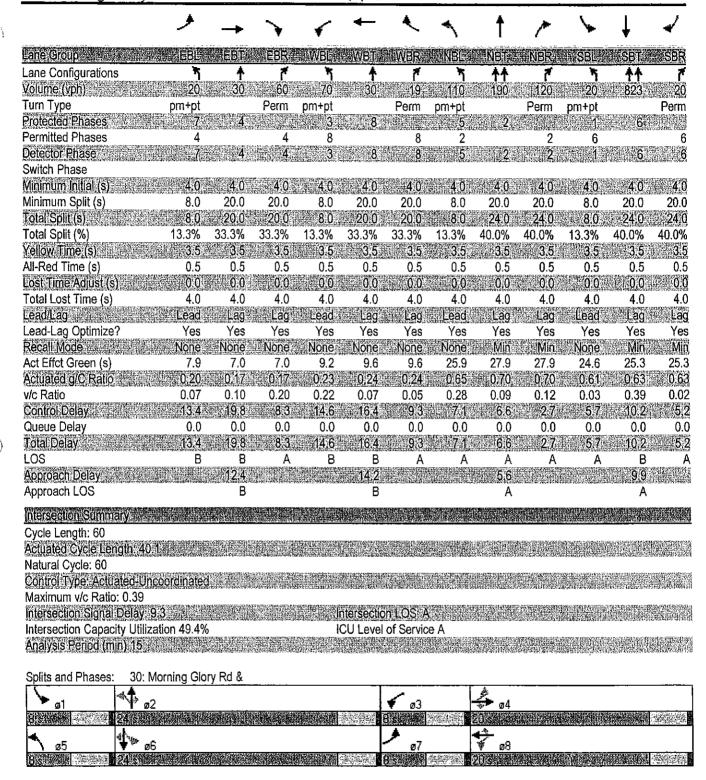
Intersection Analyzes

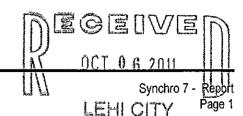


7. Hidiliph biva &					<u> </u>							3/2011
	٠	→	•	•	4-	1	•	<u>†</u>	/	1	1	1
Lane: Group	MEBLA	WEBT 3	VEBR	WBL	ANVET#	AWBR#	WINBLW	MINETY	MINBRA	W SBLW	W SBT/M	SBR
Lane Configurations	\	†	7	Welnest translation	↑ 84 # 30 #	#	ኝ	ተተ 251	7	ሻ	^	7
Volume (vph)	. ≱∜ 20# D-	30	/180	60	30	20	288	251	10	31	263	31
Turn Type Protected Phases	Perm	i kiri X	pm+ov	Perm	anemi jar	Perm	pm+pt		Perm	pm+pt		Perm
Permitted Phases	1211-15111-1515 4		4	8	2000	8 8	2 · · · · · · · · · · · · · · · · · · ·	### 4 #	2	1 / 1 / 1 / 1 / 1 / 6	6	6
Detector Phase	4	4,77,14	5	8	31	8	4631157	### 2	7 P 2		6	
Switch Phase	h Tellista Cress	A TO THE HOUSE CO	Section Statement	MINISTRA	ATTENNET TOTAL PROPERTY.	MH36 CHURANA	SAUGANIA Zaran	in the second	AND AND ASSESSED ASSESSEDA ASSESSED ASSESSED ASSESSED ASSESSED ASSESSED ASSESSED ASSESSEDA ASSESSED ASSESSED ASSESSED ASSESSED ASSESSED ASSESSED ASSESSEDA ASSESSED ASSESSED ASSESSED ASSESSEDANCE ASSESSEDANCE ASSESSEDANCE ASSESSEDANCE ASSESSEDANCE ASSESSEDANCE ASSESSEDANCE ASSESSEDA	trans.	A STATE OF THE STA	easterist.
Minimum Initial (s)	4.0	4.0	¶ №40	4.0	4.0	40	4,0	4.0	4.0	4.0	4.0	40
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	20,0	*#20.0	##/10.0	20.0	\$20.0	20.0	# 100	22.0	/ii. 22.0	8.0	iju 200:	14-20.0
Total Split (%)	40.0%	40.0%	20.0%	40.0%	40.0%	40.0%	20.0%	44.0%	44.0%	16.0%	40.0%	40.0%
Yellow Time (s) All-Red Time (s)	3.5 0.5	3.5 g	. 35 05	3.5	3.5 0.5	3.5 0.5	0.5 0.5	3.5 0.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.5 4 0.0	0.5 4 0.0	0.5 0.0	0.5 00	0.5 0.07	0.5 0. 0	0.5 ↓ ↓ 0.0 ↓	0.5 70.0	0.5 	0.5 0.0	0.5 0.0	0.5 0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead				Lead	Lag	4.0 Lag	Lead	4.0 Aria Lago	4.0 Lag
Lead-Lag Optimize?	ARTHUR PROPERTY.	AND DESIGNATION OF THE PARTY OF	Yes	ENGELTS: Date	THE PARTY OF	WELL STREET	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Noné!	None	None	None.	None	None		Max	None	Wax!	Max
Act Effct Green (s)	7.3	7.3	12.9	7.4	7.4	7.4	27.3	28.1	28.1	21.5	17.4	17.4
Actuated g/C Ratio	0.19	0.19	0.34		THE PARTY OF THE PARTY AND ADDRESS OF THE PART	0.19		0.73		0.56	0.45	0.45
v/c Ratio	0.07 2414.3	0.09	0.30 2.9	0.21	0.09	0.07	0.41	0.11	0.10	0.05	0.17	0.05
Control Delay Queue Delay	0.0	1 4.4 0.0	0.0	//15.7 0.0	74.4 0.0	7,8 0.0	5.5 0.0	4.7 0.0		4.0		4.4
Total Delay	14.3	U.U	0.0 29	0.0 15.7		0.0 7.8	0.0 - 5.5	0.0 4.7		0.0 4:0	0.0 - 8.4	0.0 4.4
LOS	В	В	A	B	MANAGED BANGALING THE STREET	Α Α	A	A	THE PROPERTY AND A PARTY OF	4.0 A	1822.22 191722*9.27 3.17 mg/.	4 th
Approach Delay		5.4			13.9			46			7.6	
Approach LOS	ACCOMPANIES AND AND ADDRESS OF THE ACCOUNTY OF	A	A DESIGNATION OF THE PARTY OF T	WASTINGTON,	В	Will Wirthow are.	MANAGEMENTS OF	A	me extraordounite a testimidate to	STATES CART MATERIAL	A	ANSHOWennes
Intersection Summary								25000				
Cycle Length: 50	PERMANA	And the second second		The state of the s	A STATE OF THE PARTY OF THE PAR	SCHOOL STATE	Mark Comments	THE STATE STATES	Animal processor and the second	A COLUMN TO STATE OF THE PARTY	ALED Names	A Participant
Actuated Cycle Length 38.5	5.00											
Natural Cycle: 50		ECHILLA SPANOR SPANOR	Market Comments	Jerusan	CONTRACTOR OF THE PARTY.	Ali Deliner	Ministration of the second	200 mag	A CONTRACTOR OF THE PARTY OF TH	EEE SECTION OF THE CO.	SECTION CONC.	SECTION OF THE PARTY OF THE PAR
Control Type: Actuated-Unc	cordinated											
Maximum v/c Ratio: 0.41		AND THE PERSONS		THOUSENED WITH	erena propinsi		· 中的企会在各层的	e se establishe de la company de la compa	manteressen in		ecenocinas (1787)	-uavene
Intersection Signal Delay: 6 Intersection Capacity Utiliza					Intersection ICU Level						EEE MANN	
Analysis Period (min) 15				EURETS	ICU Level	OI SELVIO	æa Maria				ALLEGE STATES	
PRODUCE STRANDS TO THE PROPERTY OF	ARCHIVE PROPERTY AND ARCHIVE		A CONTRACTOR OF THE PARTY OF TH			distract	AND AND THE STREET	AND MADE	HELENBA	ārnener	建设数49 9	
Splits and Phases: 7: Triu	umph Blvd	&										
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7 o1 ''\' 8	02 (1)					device;	** ø4 20k 954				The state of the	ALCOHOL:
Authorities and the second sec	4/-		SHOWN CO.	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN	MARKET	September 1991	♣	THE PROPERTY.	ACCESSATION OF THE PERSON			Marie Contraction of the Contrac
3 ø5	↓ * ø6	avecaries and special	ar constant the	economic de la company	- Representation	- When the stone is	√ ø8	and the second s	and the state of the state of	ringa ang mang mang mang mang mang mang ma		· January in the
	21875	A CONTRACTOR OF				美國教育	2032					STAN HAR

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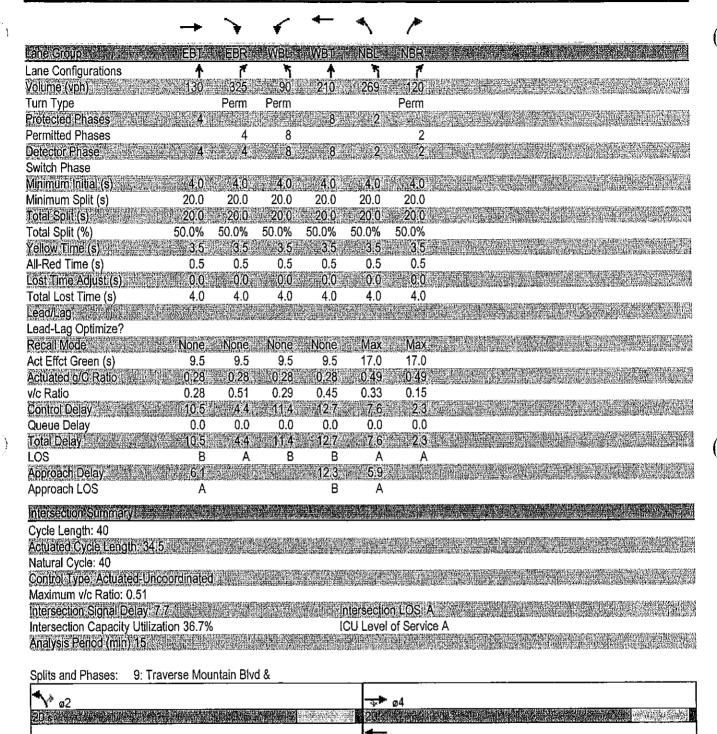


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Lane: Group	WESET !	SER A	WNWE	NWT	NEL			u prowapa repon		
Lane Configurations	†	7	ኝ መ ለተበ ጀ አ	^	ካ		XX953 XX-344 (984 (433 144)			AND PROPERTY OF STREET
Volume (vph)	20	814	SERVICE SERVICE SERVICES	20	287					
Turn Type Protected Phases	6	Free	pm+pt	CV 70-4				V. (2. 2. (12. j. 1		
Permitted Phases		Free	2 (19.00)	16174						
Detector Phase	6.1		2 5	2	4					
Switch Phase			outerment in	2200023300300	DATKERON DESPESA		ATTI MARKAT TIPA SANTANIAN	erio della prima della proportioni della proportioni della proportioni della proportioni della proportioni della		
Minimum Initial (s) II. Minimum Split (s)	4.0 20.0		4.0	4.0	4.0		4.466	KW.		14 26 15 17 17 12 12 15 15 15 15 15 15 15 15 15 15 15 15 15
Total Split (s)	20.0 3 21.0 =	0:0	8.0 8.0	20.0 	20.0 21.0					
Total Split (%)	42.0%	0.0%	16.0%	58.0%	42.0%			PVS4BS167BS0		
Yellow Time (s)	3.5		3.5	3.5	ii 4,3,5					
All-Red Time (s)	0.5 4.00		0.5	0.5	0.5		ika i kata dan banasa		andring and a substitution of	STREET SECTIONS
Lost Time Adjust (s) Total Lost Time (s)	4.0	0.0 4.0	4.0 4.0	# 0.0 4.0	0.0 4.0	man alang indi				Para Canada
Lead/Lag	- SLag I		*Eead					(1) (4) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1		
Lead-Lag Optimize?	Yes	Ali puning rampungan	Yes	north and the beautiful to the contractions of the contraction of the con	MARINE METALLINE			and the state of t	hivide van iven 2001 for	ometre attratores
Recall Mode	Min	07.0	None	Min	None (
Act Effct Green (s) Actuated g/C Ratio	6.3 0.23	27.3 1.00	10.4 -> 0.38	10.4 0.38	8.5 0.31	TOP YES WEST	T MANAGEMENT		(Arthred State	THE STATE OF
v/c Ratio	0.05	0.56	0.26	0.02	0.43					
Control Delay	11.2	114	7.2	5.3	6,4					
Queue Delay	0.0	0.0	0.0	0.0	0.0				Zinakin kulingsi s	
Total Delay LOS	B	14 A	7.2 A	5.3 A	# 16,4 ^					
Approach Delay	17			6.9	A - 64			English t		
Approach LOS	A	Marie Marie Marie (1945)	aratras arrans a son tri na de	A	A	DANGER PARTY SALVEN SALVEN	STAND BALL MAD SHOULD	20.0017.00027.0321.02522.53		Children to the children of th
intersection Summary#										
Cycle Length: 50									and the second s	(S)20(3-1)12020203-3-12-24.5
Actuated Cycle Length: 27.3										
Natural Cycle: 50 Control-Type Actuated-Unc	holenina		nomena a sum su							
Maximum v/c Ratio: 0.56	oorania.ca							Pakasarasi.		(新加黎斯斯 斯
Intersection Signal Delay: 3.	7					in LOS; A				
Intersection Capacity Utiliza	tion 33.2%		na na marana	 	CU Level	of Service A		24100000000		
Analysis Period (min) 15						K. K. Sansan B. S.				
Splits and Phases: 15: Cl	napel Ridge	& Cabe	lla's Drive							
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29.5	建设的				966 - 1874)					
₽ ø5	ø6									
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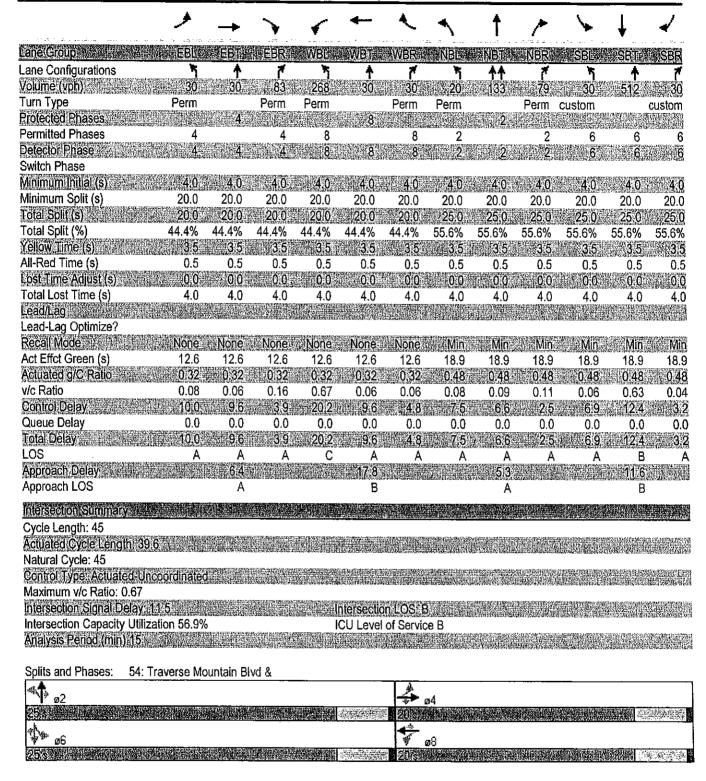
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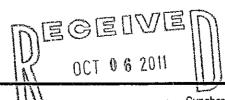
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Synchro 7 - Report

LEHI CITY

Page 1

					*	*				
Movement (1984)	EBL#	EBTA	AWBT -	Wer W	#SBL	SBR - SAN				
Lane Configurations	ካ	†	†	7*	ሻ	7				
Volume (ven/h)	5 Jak 30 - 1	J132	44		380	30				
Sign Control	HAPSH COME PERSONS INTO YOU	Free	Free	ed.v.eard2Eachtains	Stop	TO ANY THE STATE OF THE STATE O	AND THE RESERVE OF THE PERSON	PERSONAL PROPERTY.	Cellul environmentalis	A series and a series of the s
Grade		'0% 🤄	0%		0%=					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		LA 18 NAMES OF LESS AND ADDRESS		питогория Истану (1864)
Hourly flow rate (vph)	33.4	143	48	97	⊭413 ∜	33 ***				
Pedestrians			00 K 400 TO 00	arabanen suom		DESTRUMENTATION (SERVICES)	zakonski eta konsonan kindenski	eyydy areilikydyniathaginydd		construction and the second
Lane Width (ft)										
Walking Speed (ft/s)		arendir tersis en	a periodo a america.	THE CONTRACTOR OF THE P	PARAMETER AND STR	e ann iadh ann ceannaigh	apen keragi yang vidawa di	CONSERVATO HEPTON		anger en
Percent Blockage	(Battella)	ullika		dan bir	ávení s					新市和美国
Right turn flare (veh)	TO STATE OF THE PARTY OF THE PA	ie promonome				6			HAZIPI SEKÇEMINGI	A TAN SAN SAN SAN SAN SAN SAN SAN SAN SAN S
Median type	est nest la con	None	None				ed fra anglasiya.	waldens.		
Median storage veh)		Markara	aniinot iii							
Upstream signal (ft) pX, platoon unblocked	eta arazeta		907		318586			22.24.14.556.14.2		22.00 mi - 80
vC/conflicting volume	145	2465 THE STREET			257	48				
vC1, stage 1 conf vol					in College	19:42			#11/4-14/4 (17/9)#	
vC2, stage 2 conf vol		in care						240794242554		
vCu, unblocked vol	145		PERMITTED PRO	The bree	257	48				
IC, single (s)	413			gerähliken)	6.4	62 2		ni ikaten		
tC, 2 stage (s)	tional de torre communication		raistanti (ili. 115						and the second second	
E(s)	2.2				3.5	33				
p0 queue free %	98		Proposition of the second	augiero (1934) de 4	42	97	erandera er		Hariffi o choro mane	Santan Mark Santan and Asia Santan
cM capacity (veh/h)	1438				716	1021	11 / Jan 1			
DIGGION: Jane##		enat	WB15	21.V/5 /0	esenn					
Volume Total	33	143	##WD#### #####48	97	446					
Volume Left	33	0	40 0	0	413					
Volume Right	33 24 0	0	0 20%	3 97 ±	413					
cSH	1438	1700	1700	1700	772	and the state of t				
Volume to Capacity.	0 02	0.08		0.06	0.58				is, ostopozije	
Queue Length 95th (ft)	2	0	0	0	94	internation of the Control of the Co	AND STATE OF STATE		and representatively in	SPEN TRANSPORTER PROPERTY
Control Delay (s)	7.6		0.0		16.1					
Lane LOS	E TO THE PARTY OF	zielvili ele kasilve	CARLON CONTRACTOR	and market in 1964)	С	2007 12:04 10:05:05:15 (20:05 4 10:04 6 10:04 4 1	STATE OF THE PARTY	resolution, et est des le visit de reci	i in the committee of the section of the section of	Windowskie and Strategie August 1
Approach Delay (s)	A 1.4		0.0		16.1					
Approach LOS	D1201211210112912914	and the familiaries to	1871 Per of he 255 1814	laning on the second	С	ari qoʻqan — Taraffar marka karo sarris - Albarin		ope 14, 14, 25 may respect to the 2	Party of the State	
Intersection Summary ****			o conservation	14. Z						
			9.7				NAME OF TAXABLE PARTY.			
Average Delay			9.7 36.0%	من بوزدان نه	i i i kilati	of Service				
Intersection Capacity Utilizat	MI COM		აი სუა 15		n FRACE	N. OELVICE THE		i de esta o		
Analysis Period (min)	OVERWY WELDER	AND THE PERSON NAMED IN THE	IJ	CALERDO LODINARIO	a Track Spring Armed & Free	TO BEAUTY OF THE STATE OF THE S	· Maria (parta apara para para	gustasadini kanadaa	managangan agas sakebb	necessary and a second



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Synchro 7 - Report Page 1

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* ን × Lane/Group MANUAL NATIONAL NETWORKS AND THE PARTY OF TH SWIE ANSWIT Lane Configurations þ ↟ 1. ₿ 20 Volume (vph) 50 20 20 50 32 196 Turn Type Perm Perm Perm D.P+P Perm Protected Phases Permitted Phases 6 2 2 8 4 8 Detector Phase 2 - 7 - 4 - 1 8 April 8 Switch Phase Minimum Initial (s) ..4.0 £4.0 ÷4.0 4.0 40 40 40 40 40 Minimum Split (s) 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0 Total Split (s) 200 ÷ ≥20.0 ₹20.0 20.0 1 20.0 20.0 45 40.0 20.0 20.0 Total Split (%) 33.3% 33.3% 33.3% 33.3% 33.3% 66.7% 33.3% 33.3% 33.3% Yellow Time (s) 35 35 35 35 35 3.5 7 3.5 All-Red Time (s) 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Lead/Lag Lead Lag 💞 🧸 Lad Lead-Lag Optimize? Recall Mode # 1 : Min -- None -None Act Effct Green (s) 17.8 17.8 17.8 17.8 17.8 13.6 15.2 8.1 8.1 Actuated g/C Ratio 0.47 0.47 0.47 0.47 0.36 0.40 0.21 0.21 v/c Ratio 0.03 0.71 0.10 0.03 0.07 0.35 0.07 0.07 0.30 11.6 13.7 11.4 4.8 4.8 17.1 8,7 16.0 15.8 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 11.6 - 7.11 - 137 - 11.4 - 148 - 187 - 48 - 160 - 158 - 1 - 2 - 2 - 3 - 4 - 2 - 3 LOS В Α В В Α Α В В 7.2 Approach Delay 8.0 Approach LOS Α В Α Α Intersection Summary as a Cycle Length: 60 Actuated Gycle Length 37.8 Natural Cycle: 60 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.71 Intersection Signal Delay: 8.4 Intersection LOS: A Intersection Capacity Utilization 70.8% ICU Level of Service C Analysis Renod (min) 15 Splits and Phases: 19: Traverse Mountain & Morning Glory Rd

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	4	~—	-	×	~	7	
Lane:Group # 17 Page 19	MA WBE	WBR.	A SEU	SET.	ZNWTA	NWR.#	
Lane Configurations	ሻ	7	ሻ	†	ħ	7	Services 11th 10 despt. and 11m (a 2 may)
Volume (vph)	570	20	20		64	132	
Turn Type	TOTALISME AND SECTION AND SECTION AND SECTION SECTIONS.	Perm	Perm			Perm	
Protected Phases	8			6	2		
Permitted Phases		8	6	and the second second	aka ki okunonken is	2	THE THE PROPERTY WITH THE PROPERTY WITH THE PROPERTY OF THE PR
Detector Phase	8	8/10	6	6	(* j. 2)	1.72	
Switch Phase	4.0		4.0	44.7			
Minimum Initial (s)	20.0	20.0	20.0	20.0	4.0∃ 20.0	4.0 20.0	是是国家社会的。1980年1982年5月20日 - 1980年5月2日 - 1980年5月1日 - 1980年51日
Minimum Split (s) Total Split (s)	20.0 25.0		20.0 20.0		20.0	20.0	Parish to the second se
Total Split (%)	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%	
Yellow Time (s)	35.0%	33.0%	3.5	3.5	3.5	35	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	0.0	0:0#	0.0	0.0	0.0	11410.0 T	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	是这种性的指数的自然类似的性性的 经分类的 (2012年) 主教性的生物 (2012年) (2012年) (2012年) (2012年) (2012年) (2012年)
Lead/Lag						de la companya de la La companya de la co	
Lead-Lag Optimize?		11:15:0.0112:0.57.1	MARKET VALUE AND ADDRESS OF THE PARTY OF THE	e de residente de la constitución de la constitució) 4 5 m/c / Engl. of Landson	re eder (4) profes edd acceptor	SCALLING CONTROL OF CAME A CONTROL CAND. THE RESERVE OF THE CAME AND THE CAME AND THE CAME AND A CAME AND A CAME
Recall Mode	- None	None	Min	"/Min"	Min	₩.ZMin`:	
Act Effct Green (s)	16.0	16.0	8.7	8.7	8.7	8.7	
Actuated g/C Ratio	0.48	0.48	0.26	0,26	0.26	0.26	
v/c Ratio	0.71	0.03	0.06	0.36	0.14	0.27	
Control Delay # 189 90 90 8	12.0	. 27	2111	13.4	114	4.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	/ /120	27	411	13.4	11.4	45	
LOS Approach Delay	B 217	A	В	B 313,1	B - 6.8	A	
Approach LOS	E B			B	0.0 A		
	D Programments in Programment						
Intersection Summary				days are	di maran		
Cycle Length: 45	na langadaran dan	APACAMATAN PAR	a programme construction is	PERCENTAGE AND STREET	Variori al anglis y de	arenteraterat	
Actuated Cycle Length: 33		i (olabiya e	A CROSSE				
Natural Cycle: 45		NETT COLD	anka sarah ka				
Control Type: Actuated Un Maximum v/c Ratio: 0.71	coordinated						
Intersection: Signal Delay	440-22				iloreactic	n LOS B	
Intersection Capacity Utiliz						of Service	
Analysis Period (min) 15						Manager 1	
THE STATE OF THE PROPERTY OF T							在1985年,1965年1986年1986年1986年1986年1986年1986年1986年1986
Splits and Phases: 34: F	ox Canyon	& Traver	se Mount	ain			
× ø2	•						
	Market Market			Sports			
2000	YACIDA SALARIA		国政 (公司公司)	265 114 A			
¥≥ ø6				1	ø8		
208 (58) (51)			8 72 4	25	A STATE OF		

Synchro 7 - Report Page 1 LEHI CITY

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Movement Trike (1984)	NISELEH	NSERW.	NEBR	NET .	SVIT	SWR LLL				
Lane Configurations	†	7	ሻ	† †	†	7				NOTE CONTROL OF
Volume (veh/h)	20	322	175 _a 2	57	///248 j	20				
Sign Control	Stop	ENYEMBER MEK	eri periodenti	Free	Free		ner en		esette vettisk regeleser ese	kongsåe kapp (specimenskin)
Grade: Peak Hour Factor	0% 0.92	0.92	0.92	5%	0%				非政策	争的多
Hourly flow rate (vph)	0.92	350	0.92 82	0.92 62	0.92 -> 270 ->	0.92 22				
Pedestrians	(V. HENGLER)									
Lane Width (ft)				i de de						
Walking Speed (ft/s)	Sologian (albert and a sologia	biographies and and	CONTRACTOR OF THE PARTY OF THE	orkowysiał dost a sympany	TELL SOLVER UP NO.	wilki physic ya mwanana wa mana				ELICATE CONTRACTOR OF THE STATE
Percent Blockage	The last									
Right turn flare (veh) Median type		8 # 22 2 2 2 4	57702032	None .	-None ⊪		andrough en			
Median storage veh)			e in the second	NOILE	ZIAONG 31					
Upstream signal (ft)										
pX, platoon unblocked		202-00-40-90-00-00-00-00-00-00-00-00-00-00-00-00	***************************************	CONTRACTOR NAME AND	(4884) (6484) (6484)	AND DESCRIPTION OF THE PARTY OF	51 takin belatasi: \$150-17270 F	PERSONAL PERSONAL CONTROL	A STREET PRODUCTION	- STREET BARBORS
vC conflicting volume	464	27,0	₩291							
vC1, stage 1 conf vol				WWW.T.V					Y-m-1-1-1-1-1-1-1	
vCu, unblocked vol	464	270	291	A SERVE						
(C single (s)	44-6.8	M69	201							
tC, 2 stage (s)	DECEMBER OF THE PARTY OF	वेच्या । स्टब्स्यायाच्या स्थापना । स्थापना । सम्बद्धाः		e kartina yazhara Agranda		ida la filia inteligrada de la como de la co	r indi da mara da kada da kada da mada da		KING BALAKSAT KANTAN	elimologiae Periodologia
tF(s)	1 35 x		2.2							
p0 queue free %	96	52 728 f	94 .1267							
cM capacity (ven/h)	6-7-4 9 0-11	140	120/F				Carl Mili	Pacific T. 202		
Direction Hanes Associate	SEMM	SATISTICS SERVICE	INE(2)	NE(8		SW2				
Volume Total	372		31	31	270	22				
Volume Left Volume Right	22 350	82	0 // 10	0 ************************************	0 	0				
cSH	774	1267	1700	1700	1700	1700				
Volume to Capacity		± 0.06		0.02	0.16	0.01				
Queue Length 95th (ft)	66	5	0	0	0	0	THE STATE OF STREET, S			Aliena mary residence
Control Delay (s)	14.3	8.0	0.0	0.0	0.01	0.0			reteration.	
Lane LOS Approach Delay (s)	B 14.3	A 46			11.00				X et a la company	KI SAZAKI KA
Approach LOS	В									
• •	-	MANUTER AND			Jan Marine					
Intersection:Summany. Average Delay			7.4						A SAUDE SE	
Intersection Capacity Utilizati	on .		7.4 39.7%		QU'Level	of Service		Figure Areas		
Analysis Period (min)			15	anere samia			ernesaensiilla			
	All dar 🐰									

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Synchro 7 - Report Page 1

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Láne Group	(r) EBL®	WEBT	# EBR	WBL	ZWBT	WBR ?	#NBL#	MNBT	NBR 4	SBL	M.SBT	SBR
Lane Configurations	ሻ	†	7	ሻ	†	7	ሻሻ	ተተ	7	ሻ	ተተ	7
Volume (vph)	47	30	, 428	430.	30	49	440	209	397	51	191	48
Turn Type Protected Phases	Perm	o Xari s	pm+ov	Perm		Perm	Prot		Perm	pm+pt		Perm
Permitted Phases	4	2011	4	8	8		5	12.	2	6	6	6
Detector Phase	4	4		8 100	8	8		9	2 7 4 2 1	6 417	6	6
Switch Phase	Mariadalah 1	no et destable				retirementario	i nerwanie er					And a series of the
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	40	4.0	4.0	.4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0
Total Split (\$) Total Split (%)	26.0 43.3%	26.0 43.3%	13.0 21.7%	+26.0 43.3%	26.0	26.0	13.0	126.0	26.0	80	21.0	210
Yellow Time (s)	43.3%	43.3% @≩3.5°	21.7% ###3.5%	43.3%	43.3%	43.3% 3.5	21.7% 	43.3% 49.3.5	43.3% //3.5	13.3% • 3.5	35.0% 35.5	35.0% 35.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	40.0	0.04	0.0	0.04	0.0	2.0.0	. 0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode Act Effct Green (s)	None 21.6	None 21.6	None 34.6	None 21.6	None 21.6	None : 21.6	None !! 9.0	Max 25.3	Max . 25.3	None 21.0	Max 17.0	Max 17.0
Actuated o/C Ratio	21.0	0.36	0.58	0.36	21.0 420.36	0.36	9.0 0.15	0.42	0.42	0.35	0,29	0.29
v/c Ratio	0.10	0.05	0.42	0.94	0.05	0.09	0.94	0.16	0.48	0.12	0.20	0.10
Control Delay	13.3	12.6	- 24	÷50.2°.	12.6	4.8	57.1	12.2	3.7	9.2	16.9	6,2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	- 12 6	1 24	50.2	12.6	4.8	57.1	12.2	37	9.2	16.9-	6.2
LOS Approach Delay	B	B 4.0	A Y Markit	D	B 	A	E	8 27.9	A	A	B ∤∜13.8∃	A
Approach LOS	2004-04-05-11	н.у А	*C. 10 (12 (1)		D			C C			B	
Intersection Summary										w Paralization		
Cycle Length: 60										He Walter		
Actuated Cycle Length: 59,6						ucas 1570	der de la		HE WALLE			
Natural Cycle: 60				FIGURE CONTRACTOR		erinaerin den den di				recht stadhusbadu		energy (Constitution of the Constitution of th
Control Type: Actuated-Unco	oordinated											
Maximum v/c Ratio: 0.94	DESTRUCTION OF THE SECOND	ete englis kindane	Padar Production (Control of Control of Cont	eranico anno	and were the same of the same		e programme and programme	ndakindak dakindak terdi	Anna and a second	\$\$\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	POWEO CHES SECONDE	STREET STREET
Intersection Signal Delay: 24						n LOS C				(F) 182 (12)		
Intersection Capacity Utilizat Analysis Period (min) 15	100.00 100.000				JU Level	of Service			HWWW.		i au cha	
Pulgivologischoa (mini) Videst	A WOOLENIE					HAMARAHA				ra kesa daripa di sistem		enante)
Splits and Phases: 7: Triu	mph Blvd &											
№ ø1 № ø2						4	ø4					
88.7.1 (2.1.1)												表表表
♦ ø5	♥ ø6					*	ø8					
STATISTICAL PROPERTY.	alors.	J 49815	r yay		755	26%2	Yes yes			i grande i		11345

Synchro 7 - Report Page 1

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5/17/2007 2030 PM

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Lane Group vs. January 1987	(EXEBER)	WEBT	EBR	WBL	ww.	WBR#	NBLT	NETV	MIBRY	WSRI 4	SBTW	SER
Lane Configurations	T T	^	7	*	†	7	ሻ	ተተ	7	<u>*************************************</u>	† †	*
Volume (vph)	49	30	430	454	30	1 51 s	397	731	420	47-	384	51
Turn Type	pm+pt	Signification of the control of the	Perm	pm+pt	industria de la composición della composición de	Perm	pm+pt	PERIODIA ARMINI LANGUAN	Perm	pm+pt	mulantinos mana amana manan — u	Perm
Protected Phases Permitted Phases		45-116 4.	1 Marie 1		8		14.05	√			∜ , (6)	refly (
Detector Phase	4 45 5 75		4 NE 27	8 1 3		8 ∜ ∗8	2 5		2	6 ************************************		6
Switch Phase		Mackarya.	a masa			Res A.O.		4.			e le la	6
Minimum Initial (s)	4.0	∴ 4.0°	4.0	4.0	4.6	4:0	4.0	40	4.0	4 0	4.0	40
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	8.0	20.0	20.0	18.0	.,30,0	9.30.0	21.0	34.0	34.0	8.0	21.0	210
Total Split (%)	10.0%	25.0%	25.0%	22.5%	37.5%	37.5%	26.3%	42.5%	42.5%	10.0%	26.3%	26.3%
Yellow Time (s)	95	3.5	3.5	35	3.5	3.5	3.5	3.5	3.5	3,5	3.5	3.5
All-Red Time (s)	0.5 	0.5 ** 0.0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Total Lost Time (s)	4.0	4.0	-0.0 4.0	0.0 4.0	(, 0.0 4.0	0.0°, 4.0	0.0	# 00	. 00	0.0	0.0	0.0
Lead/Lag (Lag)	Lead	Lag	Lag	Lead	4.0 Lag	4.0 Lag	4.0 Lead	4.0 Lag	4.0 Lag	4.0 Lead	4.0 Lag	4.0 Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None"	None	None:	None	None	None	≝None [Min	Min	None	Min.	Min
Act Effct Green (s)	13.4	9.3	9.3	27.5	23.0	23.0	33.8	29,3	29.3	17.0	13.0	13.0
Actuated g/C Ratio	0.19	0.13	0.13	0.40	0.33	0.33	0 49	0.42	0.42	0,24	0:19	/0.19
v/c Ratio	0.18	0.13	0.81	0.89	0.05	0.10	0.79	0.55	0.50	0.22	0.62	0.16
Control Delay Queue Delay	. 16.5 0.0	27.8	16,6	39.5	(18.7	1.6.4	26.2	18.3	4.0	14.9		9.2
Total Delay	0.0 16.5	0.0 - 27.8	0.0 16.6	0.0 39.5	0.0 18.7	0.0 6.4	0.0 26.2	0.0 18.3	0.0	0.0	0.0	0.0
LOS	В	C		D	в 1 о. / В	4.0.4 A		هراهی B	4.0 A	# 214,9 B	30,8° C	9.2
Approach Delay		17.2		STATE OF	35.2			16.4			26.9	A Englishin
Approach LOS	ounded to the state of the stat	В	CONTRACTOR (CO.)		D	Addition of the second second second	A ST THE STATE OF T	В		Principal Control	C	
Intersection Summary and sec												
Cycle Length: 80	e de la companya de l		SPROVER MAIN									
Actuated Cycle Length 69 4		e de la company										
Natural Cycle: 80	PAN-B-Henelin 21 Control	C/194 Tags (2010) (1944)	an tari yangar				55.00 TO 100 TAN	o diamental				
Control Type: Actuated Unc	oordinated									a grant		
Maximum v/c Ratio: 0.89			enderale vers	::::::::::::::::::::::::::::::::::::::	A	Silver of the Control of the Control	LOT. To Day a Market Assessed			The second of th	and have in the 2 to the Child and the Child	CATTERNATION CONTRACTOR SECON
Intersection Signal Delay 2	1.5 编 编辑				Company) was distributed to	n LOS C	ALC: NO THE REAL PROPERTY.					
Intersection Capacity Utilizate Analysis Period (min) 15				 	CU Level	of Servic	e D		Section to the barby	elveraped	entropolicae	e Appendignable to
Wrighalo Eerino (IIIII)		a policie de la companya dela companya dela companya dela companya dela companya de la companya dela companya de	enere ha				Parace		adono.			物學
Splits and Phases: 30: Mo	orning Glor	v Rd &										
A		,		 -		<u> </u>			À	_	 ·-	
→ 61 → 62	a service de la compansión	tore and	18000042	Zingi Kasuka	Telegraphic De	€ ø3		MONG Carleton	<u> </u>	4	an a	en con Th
					一块车		4.		208			學等
1 ø5	4	[™] ø6			-	≯ ø7	*	98				
	2				超影響						100	

5/17/2007 2030 PM

Synchro 7 - Report Page 1

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Lane Group in the April 1	a da ZSETS.	SER	BNWE	NWT &	MANELI	
Lane Configurations	^	7	ሻ	^	ነ ነላ	
Volume (vph)	20	543	400	20	945	
Turn Type	veral-reasonamentaria	Free	pm+pt		MANUTAL CONTROL	
Protected Phases Permitted Phases	6	F	<u> </u>	2.	45	
Detector Phase	6	Free	2 ************************************		848 334 848	
Switch Phase						STATE OF THE STATE
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	20.0	NANAMAT ELISABATE	8.0	20.0	20.0	
Total Split (s)	21.0	0.0	16.0	37.0	38.0	
Total Split (%)	28.0%	0.0%	21.3%	49.3%	50.7%	
Yellow Time (s)	3.5%		3.5	3,5	3.5	
All-Red Time (s) Lost Time Adjust (s)	0.5 - 40.0	0.0	0.5 0.0	0.5	0.5 0.0	
Total Lost Time (s)	4.0	4.0	4.0	2.0.0 ₹ 4.0	4.0	
Lead/Lag	Lag	T.U	Lead		4.0	
Lead-Lag Optimize?	Yes		Yes		entrantemen	25年20日,1987年1月11日,1987年1月1日日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本
Recall Mode	Min		None.	."≐Min	None	
Act Effct Green (s)	6.3	62.6	22.4	22.4	32.2	
Actuated g/C Ratio	0.10	1.00	0.36	0.36	0.51	
v/c Ratio	0.12 27.8	0.37 - 0.7	0.90	0.02	0.83	
Control Delay Queue Delay	0.0	0.0	44.9 0.0	13,8 · 0.0	17,0 0.0	
Total Delay	27.8	0.0	44.9	13.8	17.0	
LOS	С	A	D	B	В	2. "是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人,我们就是一个人
Approach Delay	16			43.4	17.0	
Approach LOS	Α			Đ	В	
Intersection Summary						
Cycle Length: 75		ACTION OF THE PARTY OF THE PART		NIA TORONOMINA		
Actuated Cycle Length: 62	6					
Natural Cycle: 75		SVINSTINE		STEASTS AND SANDANGER	harmon refugicionno a lacco	
Control Type: Actuated-Ur	coordinated					
Maximum v/c Ratio: 0.90 Intersection Signal Delay	ao na marana					
Intersection Capacity Utiliz						on LOS: Barry and the state of
Analysis Period (min) 15	. dilon 70.470		wai vije V		20 revel	Of Set Vice D
CONTROL AND CONTROL OF THE PARTY OF THE PART	reserved the second	ernezinik)	AND CHECKEN	erosco dani.	an Taekvalli	16年8月2日 1882年 -
Splits and Phases: 15: 0	Chapel Ridge	& Cabel	la's Drive			
× 02					7	ø4
					386	
	\ _	1,000		Andread and Assessment		The second secon
≥ ø5	¾ ø6		5360051403A	200	(g)	
KILL DESCRIPTION OF THE PROPERTY OF THE PROPER	THE PARTY NAMED IN			PART TO THE	to je	

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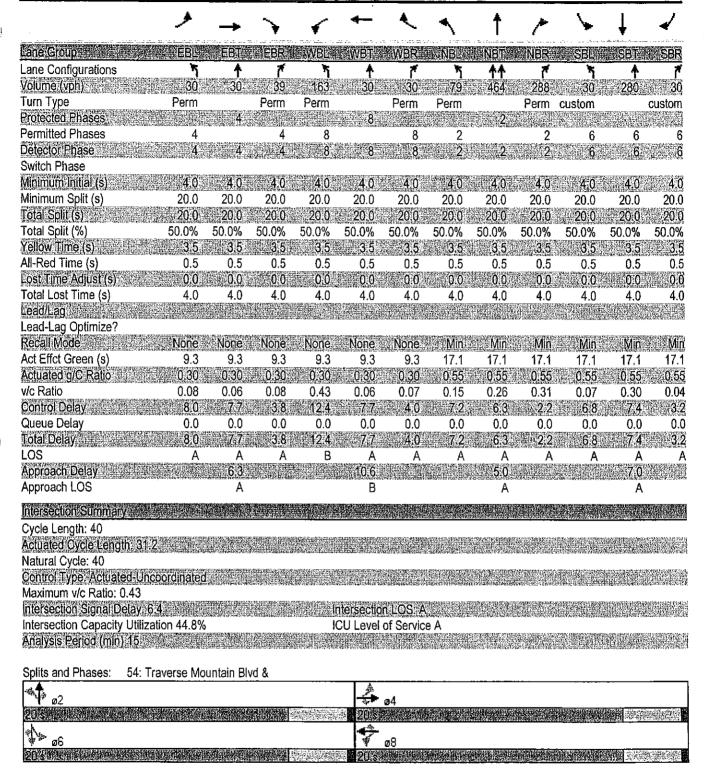
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Lane Group:	MENERT III	FRR	www.	MWRTW	W NRIV	ANDRES					
Lane Configurations	Ť	<u>تر بر بر</u>	ች	*	*		AND PHENDING				No.
Volume (vph)	ii, ∉130 ⊪	ii 290-	⊈#-90±/	210	305	120			tion black	(1975) 41 15 GISH	
Turn Type	n ing karawan di diga dagan da	Perm	Perm	***	The state of the s	Perm	CONTRACTOR STREET	rend de proposition de la proposition della prop	erisonal valentene billio	有多处理》(1996年1919年1919年1919	JAN 1914-34
Protected Phases	41.			8	1.2		新发生 数				
Permitted Phases		4	8 /#: 8			2	TOPOGRAFIE SALVERNIANS S	Helecoellista in video aco	norakon araban en	en e	embusus
Detector Phase Switch Phase			white o	8	14 (4)	12.2 m		densiral d		ara ke ta a c	
Minimum Initial (s)	4.0	4.0	4.0	2 n	4.0	4.0	HOLENO NE			r greenwar	30/30Q
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0			KENDELIH MA		a dan
Total Split (s)	20.0	20.0	20.0	20:0	# 20.0	20.0	ding basis				
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	**************************************	and exist exists the excellent	State of the State	THE LOUIS CONTRACT OF THE PARTY	BACES H
Yellow Time (s)	3.5	3.5	3.5	- 3.5	3.5	3.5			a ma		
All-Red Time (s)	0.5	0.5 0.0	0.5	0.5	0.5	0.5		eriya derretikinen	PERSONAL NEW TEXAS	STANDERS IN THE STANDERS IN	DESCRIPTION
Lost Time Adjust (s) Total Lost Time (s)	0,0 4.0	4.0	0.0 4.0	4.0 4.0	4.0 4.0	0.0			in a la company		
Lead/Lag		4.0	4.0	4.U	4.U	4.0	ANALESTA (III)			en and a section	
Lead-Lag Optimize?	red in Bon	ng pangkaya.									
Recall Mode	None	None	None	None	Max	-ti Max ∰a		70		#	N 183
Act Effct Green (s)	9.5	9.5	9.5	9.5	17.4	17.4	eman alexament bilda	1404Y 14 62 1 M 647 2 2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	B (1102A1945: M214A12027	ara alla battatas	7869957I
Actuated g/C Ratio	0,27	0.27	0,27	0.27		s 0.50					
v/c Ratio	0.28	0.48	0.29	0.45	0.38	0.15	2747 4 648078644		legeling em sums 4484 cas	SAN-KAR WANDERWEITERGEREIG	CCTANA
Control Delay Supply Control Delay	// 10.5 0.0	4.27 0.0	11.5	12.8	7.9	2.3					
Total Delay	10.5	0.0 4.2	0.0 11.5	0.0 12.8	0.0 7.9	0.0 2.3 m/s					
LOS	В	A	В	14.0 B	A A	1132 4:0 445 A			X 12 41 200		
Approach Delay is	6.2			12.4	6.3					ene vivana.	
Approach LOS	A	CONTRACTOR TO	e trate unimposit à l'estat	В	A	- CHORAGA A LA CARACTER CO	NOT THE PARTY DESCRIPTION	ASSOCIATION OF BELL			evana
intersection/Summary####											
Cycle Length: 40											
Actuated Cycle Length 35		ursia Wasani									
Natural Cycle: 40	W THE STREET SEA STREET STREET					manage experience in probability of the	A COMPANY SOUTH COMPANY COMPANY	en e	derain a citizata de ca-	The second second second second	erenana.
Control Type: Actuated Unc	oordinated										
Maximum v/c Ratio: 0.48		rangkari.					merki enemente		Marketon and and a	ANGELET EN EN EN EN EN EN	nd accommodate
Intersection Signal Delay 7 Intersection Capacity Utiliza	tion 20 70/				ntersection	in LOSEA					
Analysis Period (min) 15	11011 30.7 %				文献が CO FeA6i	of Service A		ara e e e e e e e e e e e e e e e e e e			
#347W777W6V67#23/1001W60499999	GALTER GERTA	THE STATE OF THE S	ne attractions	ALITE AT LESS							
Splits and Phases: 9: Tra	verse Mou	ntain Blvo	3 b								
↑ ø2				·	<u>→</u>	ø 4					
70 (20)				P. Frank	9 E 2018	υ 4		(and referen		WW TEST	3740
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5/17/2007 2030 PM

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Synchro 7 - Report Page 1



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5/17/2007 2030 PM

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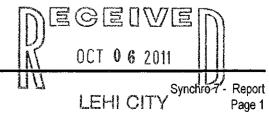
Movement uz so se to se to se	WWW.EBC	EBT MAY	/BTARAW	BR WW.S	BLWATS	BRASAU				
Lane Configurations	* . 80 %	4	↑ 146, 148	7	ካ 195	7		72000-20-770-20-10-7	CTO CONTRACTOR (CO.)	And the second of the second
Volume (veh/h)	30					30-23-3				
Sign Control			ree		top					Correspondentes de la constante de la constant
Grade Peak Hour Factor	0.92		0%).92		0% 1.92	0.92				
Hourly flow rate (vph)	33								ALCOHOLD !	MONTH TO THE
Pedestrians		(Crestant michael Cris	ATTEMPO	A CONTRACTOR				der verdichen 1940		MATINET STATES
Lane Width (ft)							and a			
Walking Speed (ft/s)	English in the Court of the Court of the The	Medical Light Presidence	gtapageneroanas	-9446WW.commande	CONSTRUCTION TO THE	SWATES LANDAGE OF THE REAL PROPERTY OF THE REAL PROPERTY OF THE REAL PROPERTY OF THE REAL PROPERTY OF THE REAL	BETTATION AND AND AND AND AND AND AND AND AND AN	MARKET AND ALLEY OF	i satamentana namana	CITED TO BELLEVIA STATE OF THE LA
Percent Blockage	A La Carolla Discover									
Right turn flare (veh)		Market N	THE WAY AND	KCVVI ATVIJEVI	en e	6 (2008-1008-1008-1			Talensavakie	nesanapaganapaga
Median type Median storage veh)		None - N	olie	ALCO FED ON						
Upstream signal (ft)			907							ostandena.
pX, platoon unblocked	essentation en	endere de la composition della		en veikkinin karil	collect added to	icipiis isteedha kari		en e		
vC, conflicting volume	15 at 2504	iline de	e de la sur		316	159				
vC1, stage 1 conf vol	Territaries anno 1941 bross	TOTAL CONTROL SECTION	PARTITION SERVICES	MAZIONATASTAS	ar on the results	Mark Market	an company and the second	MAR JACKER SERVING LANSES IN	CEASTON PARALLE FOR PARALLE FO	
vC2, stage 2 conf vol	504									
vCu, unblocked vol tC-single (s)	504 3 / / /				316 6.4	159 6.2				
tC, 2 stage (s)						1016				
(F (s)	2.2		indent.		3.5	3.3				
p0 queue free %	97	2000	5. January 1. Lang 14	-110-14-17-15-17-17-18-18-18-18-18-18-18-18-18-18-18-18-18-	68	96	2004 (Anti 2), 2580 (Appl)	er a treatest tag de través a re n	recommendation with	-brings-control (Scholab-let Vin Alem-63
cM capacity (veh/h)	1060		+		656	887 ₆₀ (19)				
Direction Lane 4, 44	(±8.1)	EB2-AV	vB 4 × v	B2	Biller					
Volume Total: 41949	####¥################################	92	159	346	245		e y de la			
Volume Left	33	0	0		212		e namen komune en monton èstenne:	2.40-m20.8-m-1 9.112-10.	enn educa v cronusca an kan	
Volume:Right	4000	4700		346	33					
cSH Volume to Capacity	1060 			700 0.20	757 0:32		Zu Ten Zugl			PERSONAL TOTAL
Queue Length 95th (ft)	2	0	0	v.zo 0	35					Mas estas ser Zautas.
Control Delay (s)	8.5	840.0 A	0.01	-	126					
Lane LOS	A 2.2	***************************************		SERVICE PROPERTY OF THE PERSON OF	В	PARTIES NOT PROPERTY.	NAMES OF TAXABLE PARTY.	and the state of the same of t	na manaka a katawan int manakan	TREES CONTRACTOR OF THE PARTY STATE
Approach Delay (s) 44 A			0.0		12.6					
Approach LOS					В					
niese dor Summery									Part of	
Average Delay		Parama (governor)	3.8	2412277777	1.532.19-2	-5-20-diversaces services	Dellesiskeskare	ENDER DE ANTE DE L'ANTE DE	9NERVStappstanstanssnin	ing (gantigaga agusta ann Lochton an amhraidh a
Intersection Capacity Ut	llization (1994)	WW. 3 3	1.8%	∦#ICU	Level of	Service		A Company		
Analysis Period (min)			15						******	
				010000000000000000000000000000000000000	NEW WILLIAM	TOTAL SECURIT	Harry Harris	misting the		

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Synchro 7 - Report Page 1

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Lane Group and the land	#SEL	SET.	NWL	ENWTH	ANWR A	W NELY	NET A	SWL	-SWT		
Lane Configurations	*	1}→	ሻ	†	7	Ť	} ar 112 a	ሻ	1 > 61		
Volume (vph)	20	. 50	20	20	50	822	⊪i-112°.	22	61		闔
Turn Type	Perm	avenes es es esta e	Perm	idan gevere	Perm	D.P+P	NEW CONTRACTOR	Perm	Acies altrinos describiros	re extraoremental de la companya de	985v)
Protected Phases		6	11:50			7			8		
Permitted Phases	6 6	6·6	2 ************************************		2	8	4	8 1 8			3224
Detector Phase Switch Phase	. 0	1,10		W. W. Z.	2 i i Z i		4	8 9			
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	40.	4.0	4.0	4.0	100 mm 1	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	8.0	20.0	20.0	20.0		E333
Total Split (s)	20.0	20.0	20.0	20.0	20.0	35.0	55.0	20.0	20.0		
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	46.7%	73.3%	26.7%	26.7%	el transpirent el chommen automomento constituto e	11623
Yellow Time (s)	3.5	3.5	3.5	3.5	4, "3,5	9.5	≝-∮/3,5∄	3.5	3.5		
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	parties there are transported side, does black to the Allender Allender and Allender	04.522.9
Lost Time Adjust (s)	0.0	編 0.0。		0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	2240455
cead/Lag	oral delication		Maria.			Lead		Lag	Lag	per collection in an all	A.T.
Lead-Lag Optimize? Recall Mode	≤≪Min°	Min	Min	. Min	Min	None		None	None		100 ACC
Act Effet Green (s)	9.7	9.7	9.7	表示[VIII]。 9.7	9.7	34.5	37.4	8.0	8.0		
Actuated g/C Ratio	0.17	0.17	0.17	\$ 0.17±	₩ 0.17	04.0	0,67	0.0	0.14		
v/c Ratio	0.09	0.78	0.16	0.07	0.17	0.88	0.11	0.13	0.31		30353
Control Delay	22.4	13.5	24.9	21.8	8.5	20.7.	3.6	₩26.8	23.7		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	- 22.4	13.5	24,9	21.8	8.5	20.7	3,6	726.8	23,7		
LOS	C	В	C	C	A	C	A	C	C		MESSES I
Approach Delay		13.8		15.25			18.4		7.24.4 <i>′</i>		
Approach LOS		В		В			В		С		
niersection Summary 1944											
Cycle Length: 75	TIME DESCRIPTION OF	arzenina uru svi	energy of the	CENTENTALISMOIN	and with the same	inlandistantina della	e okalistika pelikula selesi	entrementation of	erancase un marcha	elini kananan kanan k	szantária
Actuated Cycle Length: 55.7		TOTAL S					United to				
Natural Cycle: 75 Control/Type: Actuated Unco		raio estad									家華和
Maximum v/c Ratio: 0.88	onionialec				Selection (See Sec.)	dia agricultura			toma interior	in need to be a second of the second	計製
Intersection Signal Delay 17	9 1.23	**************************************	CANAL Y CHEMOS		ntersectio	n LOS: B					
Intersection Capacity Utilizat) SOSSILIAN TARBAR				of Servic		teration can e	20035477376277230	TATELLE REGULERANT CONTRACTOR	SERVICE STATES
Analysis Period (min) 15											
	an and an annual section of			The second secon			Control of State of S	***************************************			,
	averse Mo	untain & I	Morning (Glory Rd							
№ ø2	ľ	J# 04									
		5.44									40
~ _ c		ሻ							% ø8		
¾ ø6		ノ ₀ 7		Malara Co			CUMA On				新疆
Table Transition and Secure recovered property in production of transition and	nas is the same			and the second of the second o	**************************************	enietepai#EMER	and the second section is	ngun erus E		no a como motorio de como de c	, s, - 25 g



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Lane Group Services	Wales	WBR	W SELEC	V SET	ZNIVIT M	NWR	
Lane Configurations	ነ	7	ኻ	*	*	7	
Volume (vph)	348	20	## 20	80	160 1	662	
Turn Type	THE STEEL	Perm	Perm	irin ir ide Sumoticii	ARTHATAS MANAGAS	Perm	,并加强的企业企业的通知的。CMER(最后从通知证明的研究的基础的基础的是CMER(在证明)是由于通知的证明,而通知的通知的证明的证明,并不是是一个企业的证明的
Protected Phases	8 (4)			6 BH 6	2		energi en la companya de la companya
Permitted Phases	. E TUI FE MAID ALM METUTAM, 112	8	6			2	
Detector Phase	8	8	. 6 °	6.	2	2	
Switch Phase	TREAL PROPERTY.		ovovana arekoa	Parting Companies		CONTRACTOR OF THE STATE OF THE S	ii ean sikkeen ka lekan personan dii ka
Minimum Initial (s)	4.0	4.0	4.0	40	14.0	4,0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	THE CONTROL OF THE CO
Total Split (8)	20.0 50.0%	20:0	20.0	20.0	20.0	20.0	
Total Split (%) Yellow Time (s)	50.0% 3.5	50.0% - 3.5	50.0% 3.5	50.0% 3.5	50.0%	50.0%	
All-Red Time (s)	0.5	0.5	0.5	0.5	3.5 0.5	/// 3,5 ∰ 0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0 1 0.0	0.5 50 / 0.0 /	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag				4.0 25.618.1		4.0 (4.00 alegaty)	
Lead-Lag Optimize?		#16422451X0					
Recall Mode	None	None	Min"	Min.	Min∶	Min 🖟	
Act Effct Green (s)	11.3	11.3	12.0	12.0	12.0	12.0	
Actuated g/C Ratio	0.36	0.36	0.38	0.38	0.38	0.38	
v/c Ratio	0.58	0.04	0.05	0.12	0.25	0.69	
Control Delay	124	40	7.5	77	8.6	5.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个
Total Delay & A. P. M. T. S.	12.4	4:0	7.5	7.7	8.6	5.0	
LOS	В	Α	A	A	A	Α	
Approach Delay	11.9			7.7	57		
Approach LOS	В		The state of the s	Α	А	Paritima apparation of the party	NOT WEIGHT WINNESS TO THE TOTAL THE TOTAL CONTROLLED WINNESS AND MAKE A 1999 (A)
intersection Summarye as							
Cycle Length: 40		200708111221820	ALCOHOLD BY	200			
Actuated Cycle Length: 31.	5				电影		
Natural Cycle: 40	med to sent a design design of the control of	en orthodorom	errania resolve te		THE PERSON NAMED IN THE	2 (12) (13) (13) (13) (13) (13) (13) (13) (13	
Control Type: Actuated-Uni	coordinated						
Maximum v/c Ratio: 0.69		ML B PERMITTING VO. A.	TO COMPANY OF THE LOS	(*************************************	correction and within Colle	S # WEETER LITTLE AND THE	。 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
Intersection Signal Delay 7	6 1				ntersectio	n LOS: A	
Intersection Capacity Utiliza	ation 51.0%				CU Level	of Service	A
Analysis Period (min) 15							
		_					
Splits and Phases: 34: F	ox Canyon 8	& Traver	se Mount	ain			
× ø2							
70				n near to	66 B		
The state of the s	AND DESCRIPTION OF STREET	······································	- PERSONAL PROPERTY.	and confidential	-		
3 08		market produce	o de la composición	dalen 1980kon osarin	1	ø8	FF 17 M TO THE OWN OF THE OWN OWN OF THE OWN OWN OF THE OWN
ZUS (6887/478/8/278) (1997/8/2					203		
							NEGET -
							WEGEINEW

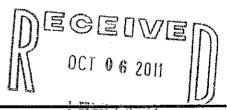
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LEHI CITY Synchro 7 - Report Page 1

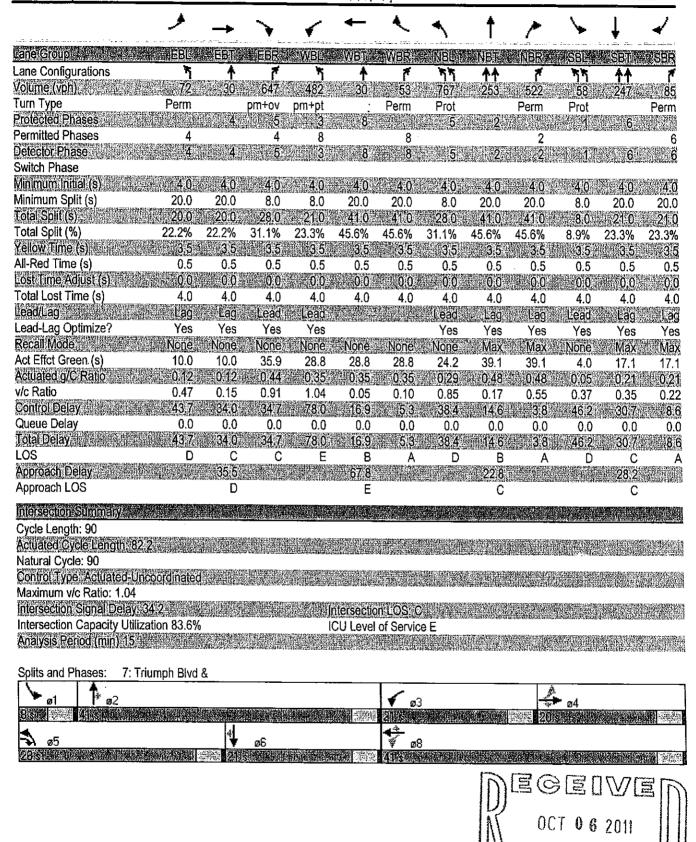
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Movement	A SEL	#SER#	¥ NELS	WNET #	ESWIE	#SWR ^T EHRIC				
Lane Configurations	*	7	ሻ	^	∱	₹ .		,,,,		
Volume (veh/h)	20	170	323	339	178	20		60年月2日		
Sign Control	Stop			Free	Free	XXX	TOTAL OF STREET STREETS SERVEN	rvesio algo oppyveseda	ourservice grant in 1869 4.46	S ME OLIES CERSOCATESTOS
Grade The Thomas (Francis) with	0%		Arose (Cotto	5%	% (0%					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	penga (Vilde Pri Hell Beker Legar	ari managa mananda ya		engan kanggan panggan anggan
Hourly flow rate (vph)	22	185	351,	368	193	22	Pedicine (1888)	排售在数		
Pedestrians			and and a second	ana ana an	PSSEZ-SELECTION AND A SECURE AN	nangaran permenangan per	Marie Marie Paris	POTENTIAL TARE	etelenari	
Lane Width (ft)		ar The Carlot	4.5 3 3 44.4					radionista		
Walking Speed (ft/s)	\$315171,096271J		neles na f		1242500					
Percent Blockage Right turn flare (veh)	ACTIVITY OF THE	8 8								
Median type				None	None					
Median storage veh)				*********						
Upstream signal (ft)				ray sreve Mark					er er statt	
pX, platoon unblocked	e inickaritat kalikerekanilei el	reactive and a second	idente ikunikok i n isalah	index of the second section of the second	Street of the Street Control	ac removed communication of the a time	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	KINAUTANANISTANISTANISTA	TO CONTRACTOR A LABORATOR AND A PORTAGO	CONTRACTOR CONTRACTOR
vC. conflicting volume		i; 193	.: 215 ·							
vC1, stage 1 conf vol					remanders of the state of the districtions and		THE REPORT OF THE PARTY OF	tut e etatulitalianakkajiiki (
vC2, stage 2 conf vol										
vCu, unblocked vol	1080	193	215		urana arang			ere service leve		894574934580352
tC, single (s)	6.8	6.9	4.1		e aliay					
tC, 2 stage (s)	3.5	3.3	22							9-26-66-22-29
IF(s) p0 queue free %	ം പുടു ა. ാട 86		 74		i di					
cM capacity (veh/h)	7 (2 158)	815	1352	0.845550			al Horista			
ACCUMENTATION OF COMMENTATION OF CONTRACT OF COMMENTS			TO SERVICE STREET, SERVICE STR							
Direction Manery	ISE1	enen»		MNE-3	Section 15 Section 1	CONTRACTOR OF THE PROPERTY OF THE PARTY OF T				
Volume Total	207	951	184	184	193	22		6.06		
Volume Left	22 185	351	0	0 14 0	0	0 22 - 1			U.P. Wat Aspens	
Volume Right	911	1352	1700	1700	1700	1700				Mark Bushing
Volume to Capacity	0.23		1700 南011章			##¥0.01				
Queue Length 95th (ft)	22	26	0	0	0	0		78: STORY (1911)		
Control Delay (s)	129		-			0.0				
Lane LOS	В	A	ATEM WEET CONTRACTOR	artika kemenantan	20) 12424]b): Eugenesses	i VII silim kapitabelila kalan 12 mayaran 122	Charles are all American about days	and the state of t	a Salve da relicio del 2000 de 1900 de 1900.	SECTION AND ASSESSMENT OF THE PERSON OF THE
Approach Delay (s)	129	√4.2.			0.0					
Approach LOS	В									
Intersection Summary				4-1			w e			
Average Delay			5.0	SIESTERIES	inches as im			entropies de la company de	PROCESSION STREET	30-409197 R-98 (698-2997) 77 E
Intersection Capacity Utiliz	ation desired		40.6%		CU Level	of Service		A A		
Analysis Period (min)	FORESE PROPERTY OF THE	e veren e	15	eneghory).	na sa taningan in Cal	grandenski de zooli en	THE STATE OF THE S	marke by correction and the	erentsekt sinn skillere i Seller	BASTER FUREITALIST SEPTEMBER
* *** A *** A A A A A A A A A A A A A A		er e	The same of the state of the st		y - qui - a trendre de la					



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Lane Group:	MEBL.	EBT	SEBR.	WBC	EWET	WWBR	NBU	NET.	#INBR#	SBL	A SBT	#ISBR
Lane Configurations	eren samenen	†	7	ካ ካ	†	7	\	^	₹	TATE OF THE PARTY	*	Per reservation
Volume (vph)	53.	30	482	, 596	30	42	522	560	654	38	534	41
Turn Type Protected Phases	pm+pt		Perm	Prot 3	8	Perm	pm+pt	THE MEMORY	Perm	pm+pt	6	Perm
Permitted Phases	4	insin des	4		20.0	8			2	6	0.0	6
Detector Phase	***** 7	4	4	4.43	8		<u>.</u>	- 2	2 2		- 6	6
Switch Phase	e proposed a personal della	9-A-777 F10-1-1-045	rad och kombet (Michael)	* ************************************	1665-1661-1110-1658-14	mother states and	in the second	(4602) errani		ik kada in Marian in Salah in		
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	:), ∓ 4. 0,	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	8.0	20.0	20.0	210	33.0	33.0	28.0	41.0	410	8.0	21.0	21.0
Total Split (%) Yellow Time (s)	8.9% %⊯3:5⊪	22.2% 3.5 å	22.2% 3.5	23.3% 3.5	36.7% 3.5	36.7% 3.5	31.1% 31.5	45.6% 3.5	45.6% 3.5	8.9% 3.5	23.3% 3.5	23.3% 3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0 200	0.0 (0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lag	: Lag	Lead	- Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None :	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s) Actuated g/C Ratio	15.5 0:18	11.4 Ø 0.13 (11.4 0.13	17.1 +60.20	27.9 + 0.33	27.9 	44.4 0.52	39.8 0.47	39.8 0.47	20.3 	16.3 0.19	16.3 0.19
v/c Ratio	0.22	0.13	0.88	0.94	0.05	80.0	1.00	- Was T. T. 17 (57) - Francis	0.65	0.49	0.83	0.13
Control Delay	20.3	32.9	24.1	58.2	21.4	7.3	4 62.0		4.7	16.2	45.5	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	#20.3	32.9	24,1	58,2	21,4	7.3	62.0	16.9	4.7	16.2,	45.5	10.7
LOS	C	C	C	E	C	A	E	В	A	В	D	В
Approach Delay		24.2			是 53.3			25.8		l lands	41.6	
Approach LOS		C	manifest shares	en ne vic sal en avidado.	D	entres e como antono	o rytostalsida sin	С		Signature and Editorior States a sh	D	XXXXXIII XXXXXII XXXXII
Intersection Summary									¥ 2 10 2.			
Cycle Length: 90		OL SOURCES	e in in a la seu	erenerium Terresium					economics Parameters			
Actuated Cycle Length 85 Natural Cycle: 90												
Control Type: Actuated-Unc	oordinated		14 6 7 K								英國初度	
Maximum v/c Ratio: 1.00		199 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 - 195 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196 - 196		<u> </u>	30 54 65 75 15 15 15	AND THE PROPERTY.					Bernandan ber	entariense en 183
Intersection Signal Delay 3	3.3				ntersecti	in LOS: C	e de la companya de l					
Intersection Capacity Utiliza	tion 77.4%	programme nachin	nienskammaestiini	[1	CU Leve	of Service	e D	ring and a second departed		ni mananan tangga si	en intricorna	activities and sections
Analysis Period (min) 15 🕸												
Splits and Phases: 30: M	orning Glo	y Rd &										
- At									A	⊳ ø4	-	
	1					* 0	5 16 2 18 20			- 04 		
-	MATERIAL STATE OF THE STATE OF	4			77979) · · · · · · · · · · · · · · · · · · ·	*	4		AND THE PROPERTY OF THE PROPE			
7 ø5	eri kan kalan da ka	***	* ø5		ement	0	7 1	ø8	Various de la company	Mark Sandard Sandar	Carrier beautiful	Maria de la compansión de
28 3 3 4 5 5 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6		学学 艺术	XIIIII II III			86.4	0 - 138 1			AND HOME	HIPSTON	建

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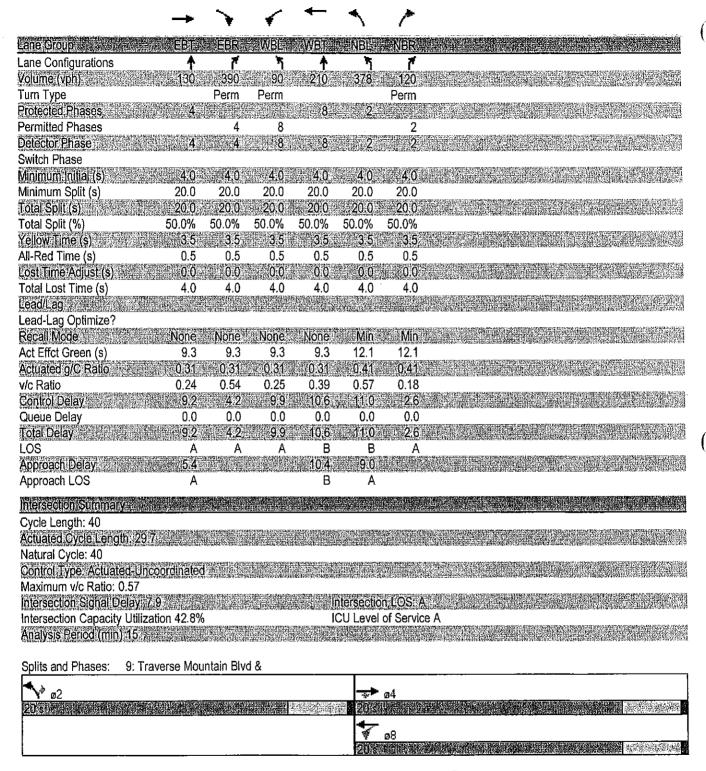
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LEHI Synchro 7 - Report Page 1

rane Gioup.	SET	SER	NWES	NWT#	WINELAWA				
Lane Configurations	†	7	ሻ	ተተ	KK				The state of the s
Volume (vph)	130	613	A CONTRACTOR OF THE PARTY OF TH	11, 30	677				
Turn Type		Perm	pm+pt				25(1) 4271467	CIPETAT-N-METVA-III AARTIII III	A BAN A COMMANDA ON THE COMMAND OF T
Protected Phases	6		5.	2	1/14/4				
Permitted Phases	ena a establicada e establicado e e e e	6	2	FTF * EERLED charlester co					Was directive to the second
Detector Phase	6.5	6	5	1.2	4				
Switch Phase	v. produkturnerski sologi	as comments of the last	var der men handstader.	ele nochi d eb arna gigg	formstandingstandens av ev	No. 1 - Ora data est manus Medica (18) (17) (20)	· · · · · · · · · · · · · · · · · · ·		
Minimum Initial (s)	4.0	4.0	4.0 (CHARLEST CARES THE	4.0				
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	Naccount of the State of the St	SECURITION SHOWS IN SAME AND A SA	menter en en versken de kommen konsprens krygbyn e	A S C C MATERIAL PROPERTY OF THE STATE OF TH
Total Split (s)	26.0	26,0	19.0	45.0	35.0				
Total Split (%) Yellow Time (s)			23.8%	56.3%	43.8%	n kolenkopulaturatur alim oleh kesso	inches et en	4.00/max2.00/mm.47mm.24mm472/m444	man vom verkorijer, grav primat rolen.
Yellow Lime (s)	3.5	35	3.5	3.5	35			wan alla and an	
All-Red Time (s)	0.5 - 0.0	0.5	0.5	0.5	0.5			novachili obvian	
Lost Time Adjust (s)		0.0	0.0	(\$\0,0 •	0.0				
Total Lost Time (s) Lead/Lag	4.0 Lag	4.0	4.0 Lead	4.0	4.0				
Lead-Lag Optimize?	Yes	Lag Yes	rtead Yes						
Recall Mode	res Min	Min	None	Min	None				
Act Effct Green (s)	10.3	10.3	29.5	29.5	30.1			della di di di	
Actuated g/C Ratio	0.15	0.15	29.5 0,44	29.0	30.1 30.44				
v/c Ratio	0.12	0.83	1.00	0.02	0.86				
Control Delay	24.5	12.1	58.4	10.6	20.8				
Queue Delay	0.0	0.0	0.0	0.0	0.0				PERMITTAN PERMITTAN
Total Delay	24.5	12.1	58.4	10,6	20.8				
LOS	С	В	E	В	С	A STATE OF THE STA	SEBILLEDNER DRUGGERAGE		STATES AND STREET STATES AND STAT
Approach Delay	12.7			55.9	20.8				
Approach LOS	В			Ε	С	any additional district and a second	AND PERSONAL PROPERTY OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS N	STATE OF THE PARTY	が終める。 1980年
ntersection Summary 222									
Cycle Length: 80	Shipson say and the coll	in the state of th	A STATE OF THE PARTY OF THE PAR		Salas programme and the second				AND THE PROPERTY OF THE PARTY O
Actuated Cycle Length: 67,	7.544.95		e e						
Natural Cycle: 80	de international de la companya de l	W. S.		SA-1988Hell-Beile	elesististististi		AND THE PROPERTY OF THE PERSON		THE REAL PROPERTY OF THE PARTY
Control Type: Actuated Uni	coordinated								
Maximum v/c Ratio: 1.00		INCHAYIECH LOUS	585.24.56.14a-cay-a-	THE PROPERTY OF THE PARTY OF TH	CONTRACTOR OF THE PARTY OF THE	eringga) yanar seyerinken i hebebasi ba	SPECIAL PARTIES PROPERTY AND A STATE OF	and the second second second	Alaffil herrapam ukan kanasara
Intersection Signal Delay 2				i de la lin	itersection	LOS:C			fleto establica de la companya de l
Intersection Capacity Utiliza	ation 83.4%			IC	CU Level of	f Service E	all the same of th	39. Л. Менда ден 100 Лишинов инстублицува на	ge effektionsky setter forstelle for en entertre en en en en en e
Analysis Period (min)/154						Arenoval court of			
Splits and Phases: 15: C	hapel Ridge	& Cabell	a's Drive						
<i>№</i> ø2						7 04	 -		
48.		i Kalendari			166				
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Synchro 7 - Report Page 1

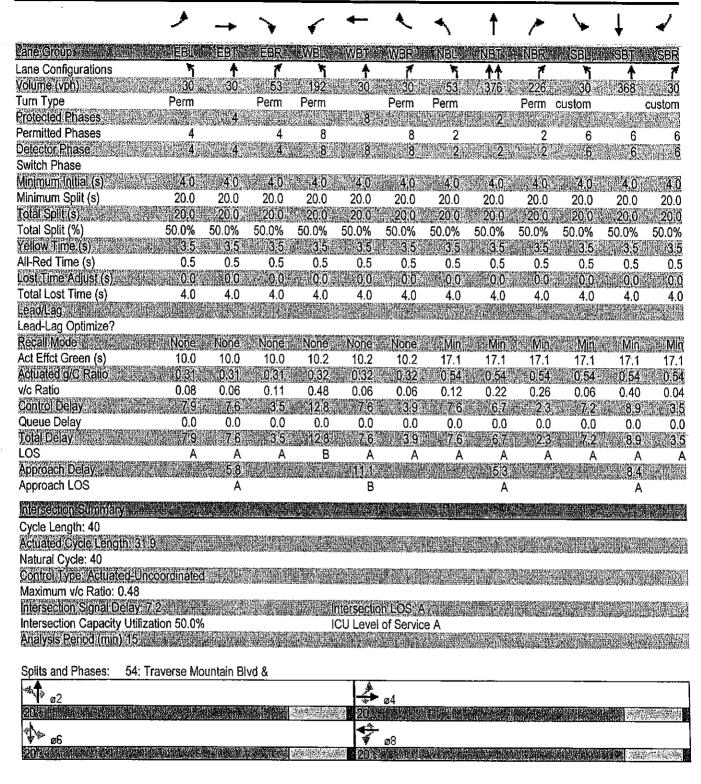


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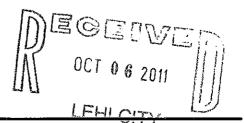
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Śynchro 7 - Report

Movementske kare kare i serve se	क्षा न्छ ।	e one	ziivione s	en de la	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	nee 6			
Lane Configurations	۲,	†	**************************************	A. A. C.	<u>ች</u>	7			
Volumė (veh/h)	30			. 265	257	30 :			
Sign Control	01 - 1 7 . T 11 3 .	Free	Free	er en	Stop				(4) (4) (4) (4) (4) (4) (4) (4) (4) (4)
Grade		% 0% =	- 0%						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		DE NECONSISSI ELECTION CANTON EN PORTO CARONICA	rica o English - 13
Hourly flow rate (vph)	33	121	421	- 288	279	33			andie:
Pedestrians	of VE-Proportion & VA-Prop	nda watersonalisin b	lantsésaine emenées es	Lateria die on en en	SON THE PROPERTY OF THE PROPERTY.	era kanadaran akeminaran kedadara		TANGETTANA WENNESSAGRAFIE WELFALLE	TOD STRUCTURES (II)
Lane Width (ft)									
Walking Speed (ft/s)	- Marian Karasa	ining and the state of the stat	telographet zetzae				Notice appropriate and separate for the separate separate separate separate separate separate separate separate	China and an annual contract of the second	
Percent Blockage									
Right turn flare (veh) Median lype		None	Mona	PASANCES		6	451-740V24154994V		
Median storage veh)	全部 3/64 00	MACHE 14	SENDITE SE		10005742-353				
Upstream signal (ft)			907						
pX, platoon unblocked	ikarindapa dan tandap	eigo f ickelander	derick de Tariël dan se der	o principal de la company			various de la company de la co	har en de la companya	HOUSE RECEIPE
vC. conflicting volume	409				≟ 307 ≤	121			
vC1, stage 1 conf vol								affirmate from more of officers advantaged, or provide company and officers and beauty and deficient	OHAL 250HA 450A 82A
vC2; stage 2 conf vol		lant M							
vCu, unblocked vol	409		TEGOTORADA (A		307	121	unisan de de l'enacias de les		
tC. single (s)	4.1				6.4	6.2	and the state of the second second		**************************************
tC, 2 stage (s) tF.(s)	2.2				3.5	3.3	ing the second	e capito regionistica de 1868.	
p0 queue free %	97				58	96			
cM.capacity (veh/h)	1150 m		din Siloni		666	931			
	Nebritablestor to alle								
Direction/Lane/#>	EB/IS	(EBZ)	VVBVILLE	WB Z	SB 15		The between the course		
Volume Total Volume Left	33 to 33 to 33	121	121	288	312				4 4 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
		21	Λ.	Λ	270	i sanas ti			
Volume Right & Assets & Assets	allainis	0 25020	0	0 #1088	279				
Volume Right CSH	0,0	0.1	4 7 0 8	288	33				
cSH	1150	1700		288 1700	33 744				
	0 40 1150 2 2	0.2 1700 70.07 0	1700 1700 2007 0	1700 1700 0.17 0	33 744 0,42 52				
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s)	1150 0.03	0 1700 0.07	1700 1700 2007 0	(288 1700 (0,17	33 744 10/42				
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	0 40 1150 2 2	0.2 1700 70.07 0	1700 1700 10.07 0	1700 1700 0.17 0	733 744 0 42 52 13.7 B				
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	1150 10.03 2 2 8.2	0.2 1700 70.07 0	1700 1700 2007 0	1700 1700 0.17 0	33 744 0/42 52 13/7 8 +13/7				
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS	1150 10.03 2 2 8.2	0.2 1700 70.07 0	1700 1700 10.07 0	1700 1700 0.17 0	733 744 0 42 52 13.7 B				
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s)	1150 10.03 2 2 8.2	0.2 1700 70.07 0	1700 1700 10.07 0	1700 1700 0.17 0	33 744 0/42 52 13/7 8 +13/7				
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary Average Delay	1150 0.03 2 8.2 A 1.7	0.2 1700 70.07 0	1700 1700 0.007 0 0.00 4-0.0	1700 1700 017 0 100	33 744 042 52 13.7 8 13.7 B				
cSH Volume to Capacity Queue Length 95th (ft) Control Delay (s) Lane LOS Approach Delay (s) Approach LOS Intersection Summary	1150 0.03 2 8.2 A 1.7	0.2 1700 70.07 0	1700 1700 007 0 000	1700 1700 017 0 100	33 744 0/42 52 13/7 8 +13/7	(Service		À	



	4	×	F	X	*	ን	×	Ĺ	K		
Lane Group at the same	V SECTION	SET	J. W. Lak	NWTest	NWR 4	XNE LOA	ANET 4	SWI	SWT		
Lane Configurations	*	1.	ሻ	†	7	*	1 +	7	}	CONTRACTOR	ACCUSATION OF
Volume (vph)	20	50	20	20	THE PERSON NAMED IN COLUMN	582	ve 85 🔻	. 30	83 🛶		
Turn Type Protected Phases	Perm	6	Perm		Perm	D.P+P		Perm			
Permitted Phases			2		2	# 212 ± 8	4	8	65 D. 11	bacusayan e	
Detector Phase	6	⊭≒6 ∜i	2	24	1 2 -	# 7 B	4	48 4	¥ 10 8 11 1		
Switch Phase		organisticans	adelianate estrecare	Director of the Party of the Pa	TENTON TO BEFORE	ZEU 21 ku 44 (Make Inger	A-TOUR BONESE AND TO				
Minimum Initial (s) Minimum Split (s)	7. 4.0 20.0	4.0	4.0	4.0	4.0	40	4.0	4.0	4.0		
Total Split (s)	20.0	20.0 20.0	20.0 #20.0	20.0 20.0	20.0 20.0	8.0 15.0	20.0 235.0	20.0 -20.0	20.0 20.0		
Total Split (%)	142-14 200 miles when the state of the		36.4%	36.4%	36.4%	Main affects and the second	Amie Lucka and Land	36.4%	36.4%		
Yellow Time (s)	3.5	3.5	9.5		3.5	3.5	3.5	3.5	3.5		
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	ARCO TO A TOTAL PORT OF THE STATE OF THE STA	
Lost Time Adjust (s) Total Lost Time (s)	0.0 4.0	0.0 4.0	(0.0 4.0	0.0	0.0	0.0	MO.0.4	0.0	1400 s.s		
Lead/Lag	4.0 (1985)	4.U	4.U	4.0	4.0	4.0 Lead	4.0	4.0 Lag	4.0 Lag		
Lead-Lag Optimize?	ica magazita da pina	SSOCKERNSON		ini romani di		Yes		Yes	Yes		
Recall Mode 2000	Min 🖟	Min	Min	Min	. Min	None (None	None	None		
Act Effct Green (s)	9.3	9.3	9.3	9.3	9.3	16.3	18.3	7.8	7.8	NOTE OF THE PROPERTY OF THE	PERSONALITY ACRES (ACRES)
Actuated g/C Ratio	0.26 0.06	0.26 0.74	0.26 0.11	0.26 0.05	₩0.26∰ 0.12	0.45	0.50	0.21	0.21		
Control Delay	12.2	0.74 8.7	13.2	11.9	0.12 5.2	0.82 20.6	0.12 -5.0	0.09 - 15 .5	0.27 14.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		建筑等制度的复数
Total Delay	12.2	8.7	13.2	¥1119°	5.2	20.6	5.0	415.5 :	145		
LOS Approach Delay 38-38-38-38-38-38-38-38-38-38-38-38-38-3	В	A 8.8	В	B 1 851	A	C	A	В	В		
Approach LOS		∌ 8.8 A					# (48.3i) B	u di aces	₩ 147 B		
Intersection Summarys											
Cycle Length: 55	1/4 1/4/41-04/4 5/07//04/04 12	KOZ DIZBIDOGOVNOGO		orthorness and	DISCO WILL THE STATE OF						
Actuated Oycle Length, 36-3				20g 27 4							
Natural Cycle: 55 Control Type: Actuated Unc	A CALLACTA A										verene e
Maximum v/c Ratio: 0.82	odi ali idredi.									Activities.	
Intersection Signal Delay 1	3.7° (8.5° (8.			1	itersection	iLOS B					
Intersection Capacity Utiliza	tion 80.5%		CANADA CONTRACTOR		CU Level	of Service	D				
Analysis Period (min) 15			bill and the								
Splits and Phases: 19: Tr	averse Mou	ntain & N	Morning C	Blory Rd							
× 02			A	o4			-				
20			258	04 14 (18)			77.7				
	Proposition and the second		7	_		<u> </u>	K	_	arrana arran baran b		CANADA STATE OF THE STATE OF TH
¥ ø6 20≲				a7 Wasulkan			* /A	ø8 ************************************	052F40APE		第 等表
	Lynes 250 may be seen	e pro-			and the second second)LB(SE	JWIE	Section
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											Page

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lane/Croup	WBL*	WBR	MISEL	S SET	WNWT	ZNWR (
Lane Configurations	ሻ	7	ሻ	†	†	آ م
Volume (vph)	434	20	20	45 88 F	195	76 487
Turn Type		Perm	Perm			Perm
Protected Phases	8:	THE PROPERTY OF THE PROPERTY O		6	1.2	
Permitted Phases	ng (Manuskok na siling) aya jirokal na j	8	6	ookstekking (usermanana)	e financial de la la compa	2
Detector Phase ///	. 8	8	6	6	2	12
Switch Phase	e a velljestast kaj veljestast ja je	Marketo See		THE PERSONS AND ADDRESS OF THE PERSONS ASSESSED.	T1)-T529000000000000000000000000000000000000	er Vlatterrier etterle
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	, 20.0 s	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0,0	0.0	ADMENDIAL PROPERTY.	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?	Constitution of the second	real par experimental	g appearance and the second			40.004.005.00
Recall Mode	None,	None	Min	all Min.	Min.	Min
Act Effct Green (s)	12.2	12.2	9.4	9.4	9.4	9.4
Actuated g/C Ratio	0.41	0,41	0.31	0.31	031	0.31
v/c Ratio	0.64	0.03	0.05	0.16	0.18	0.62
Control Delay	12.4	3:8	82	8.8	8.9	47
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	3.8	8.2	8.8	8.9	A 4./n
LOS	B	A	A	A	A	A
Approach Delay	12.0				24.	
Approach LOS	В			Α	A	

intersection Summary - 1886 to a Cycle Length: 40

Actuated Cycle Length, 29.9

Natural Cycle: 40 Control Type *Actuated-Uncoordinated-

Maximum v/c Ratio: 0.64

Intersection Signal Delay 8:3

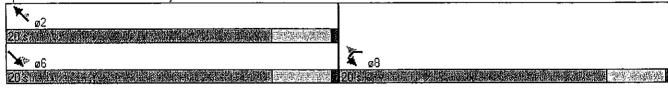
Intersection LOS: A section LOS is a section and the section LOS in th

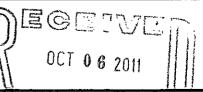
Intersection Capacity Utilization 40.2%

ICU Level of Service A

Analysis Period (min) 15

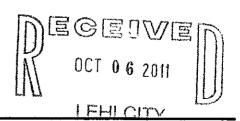
Splits and Phases: 34: Fox Canyon & Traverse Mountain





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/loyements	A SELECT	SER //	ENECE	NET #	SWI	SWR // b					
Lane Configurations	ħ	7	ካ 239 #	ተተ	†	ř					
Volume (veh/h)	20	214	239	180	↑ 160	20					
Sign Control	Stop	eponyor organization popular	TTO UNISHINT WE SE WIE	Free	Free						
Grade (1894)	0%			5%	0%;						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	NA SE WINNESS CONTRACTOR	T* TT#*'.*'. 171 *** F/E* 7*	**-**********************		
Hourly-flow rate (vph)	22	233	260	~196	174	22	學的關係				
Pedestrians	nathanagaranan katana	ETHERESE PERSON	PPASASSO SALED TATAS	ipergranen samalanen	er en	NEW TEXAS PARTY OF STREET	Patrick Production (Section 1997)	ing communication	CENTER VIOLENCE CONTROL		recensormeso.
Lane Width (ft)	were that the	20,000			1,000 m 150			Table Mark		加油油料	
Walking Speed (ft/s)			urenenaer	Cash Communica		na massagaran kan	eroge en diploment en en	anexternere ner	ligimelez cegesta elsa	elepperinteriore electric	CIAAAN PILONIAN
Percent Blockage											
Right turn flare (veh) Median type	0534-4436-0555	8					TO SHOP A		5007271124150		MESTRESES
Median storage veh)			4.4.21	None	None -					Kelen yan	
Upstream signal (ft)			V45 116	MARINE S							
pX, platoon unblocked											
vC, conflicting volume	791	37 <u>/</u> 1	196			NESO, HET BURNEY	WHENE	FERSEAN		CHEWART P	
vC1, stage 1 conf vol		arailla e		CALL OF SELECT	MANUTANIA N						
vC2, stage 2 cont vol			6 6 6 6	MARK THE	BALLANCO.						
vCu, unblocked vol	791	174	196						islante en ti		
tC, single (s)	6.8	6.9	77413							le de la company	
tC, 2 stage (s)	MATERIAL STREET, STREE	erer meren eren eren eren eren eren eren	THE CONTRACTOR OF THE PARTY OF T		SPATISTICS AND SPR	Statistical designations	non verza escular				
E(s)	3.5	3.3	22								
p0 queue free %	92	72	81	CTT. CTT. STREET, ST.	CONTRACTOR OF THE PROPERTY OF	unanica stancomercia esteb	POTENTIAL TO SECURE AND SECURE	weeter and the second second	a nd ur-romanga sa rah kada	or all the party of the party o	Managery of the
cM.capacity (veh/h)	265	839	1375								
Direction/Plane:####################################	NEWSEI1T	NEM®	ENE 12 M	NE8	SW/1	SW2#					
Volume Total	254	260	98	98	174	22					
Volume Left	22	260	0	0	0	0	ensectated satisfy by with	erskerinkersender	and hearth and delivery	i de la company de la comp	Part Programme Col.
Volume Right	233	4 ÷ 0	10 b	0	0.	-22	Market and the				CAMPANYA YA
cSH	918	1375	1700	1700	1700	1700					W. 2 . C W
Volume to Capacity	0.28	0.19	4,0.06 ×	0.06	and the second s	0.01					
Queue Length 95th (ft)	28	17	0	0	0	0		en varetera de estados.		enteres and an electric son	
Control Delay (s)	117.	8.2	0.0	0.0	ede 0.0s	90.0 mg					医蒙特马
Lane LOS	В	A	785 H 7885 SANSON RA		ren ren reterr	THE STREET STREET	COSCHUA DILAMINATAN	ingeralisme en	General Corp. Dec. 2007	PNAMA SANGSAMANANA	THE RESIDENCE THAT FOR
Approach Delay (s)	117	4.7	editori	N. V.	0,0						
Approach LOS	В										
intersection Summary (2011)											
Average Delay	PROMOVERNIA NE PERSONA PER	Chicken Marketon at the Second	5.6	en market de la comme	den zerosan energen err	JIRGGERFERKTEN AFTE	arkovy Nederki distrino-		ATTENTION 1 1 407 / CM PA . / A . / A		THE STREET STREET, AME A.
Intersection Capacity Utiliz	ation		35.0%		CU Level	of Service	the hall		e A James		
Analysis Period (min)	Taking Gerapat ganara	gostastiekas aure	15	Single Control of the Control	Walest Hall Control	TOTALISMAN CONTRACTOR	angari angarangan	Terri ominimation	FFEFTERSFEEDVINGSENS		en e. v. en: hantejnælege
							ropes en				



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